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Canada Royal Commission on  
Pilots

Hearings 1968

nos 84 - 86





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**ROYAL COMMISSION**

ON

39  
**PILOTAGE**

**HEARINGS**

HELD AT  
**MONTREAL**

P. Q.

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THE ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing held at the Old Courthouse Building, Montreal, Quebec, on Monday, the 25th day of November, 1963.

COMMISSION :

The Honourable Mr. Justice Bernier	Chairman
Mr. Robert K. Smith	Member
Mr. Harold A. Renwick	Member
Mr. Gilbert Nadeau	Secretary

COMMISSION COUNSEL:

Mr. Maurice Jacques

PRESENT:

Mr. J. Richards	for the Canadian Merchant Service Guild
Mr. J. Brisset	for the Shipping Federation of Canada
Mr. C. Mason	for the Dominion Marine Association
Mr. Marc Lalonde	for the Federation of St. Lawrence River Pilots; Corporation of the Lower St. Lawrence Pilots; the Corporation of the Mid-St. Lawrence Pilots; the Corporation of the Montreal Harbour Pilots; the Corporation of the St. Lawrence River and Seaway Pilots; the Corporation of the Upper St. Lawrence Pilots.





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RPS

1 English

2

3 ---ON COMMENCING AT 10:00 A.M.

4

5 MR. JACQUES: My lord last week we had  
6 been requested to insert in Exhibit 524, opposite the  
7 name of each pilot the class of licence he holds. This  
8 has been done and I return 524 to the Commission.

9 Also the Commission had asked to know what  
10 names of the pilots are not members of the Corporation  
11 of the Central St. Lawrence Pilots. There are eight  
12 pilots who are not members and I might read the names  
13 into the record. The first name is Cyrille Belisle,  
14 Damase Belisle, Georges Belisle, Alexis Gauthier,  
15 Andre Gosselin, Laurent Hamelin, Z. Mongrain and  
16 Rosaire Morissette.

17 I have been supplied by my learned friend,  
18 Mr. Brisset, with a plan of the location of the wreck  
19 of the FEDERAL EXPRESS together with various press  
20 clippings which show in particular the deflector which  
21 was built around the wreck, which was mentioned in  
22 the evidence of last week. I would suggest, my lord,  
23 that we make photocopies of these documents and return  
24 them to Mr. Brisset.

25 THE CHAIRMAN: All right.

26 MR. JACQUES: And that we file the photocopies  
27 as Exhibit No. 797.

28

29 ---EXHIBIT NO. 797: Photocopies of plan of the  
30 location of the wreck of the  
FEDERAL EXPRESS together with  
various press clippings.







1 English

2 MR. JACQUES: Thank you my lord.

3 (THROUGH THE INTERPRETER.)

4

5 JEAN CLEMENT MARCHAND, Re-Sworn

6 CROSS-EXAMINATION BY MR. BRISSET (CONTINUED):

7

8 Q. Mr. Marchand you told us when we  
9 adjourned last Friday that none of the pilots of your  
10 Corporation, the 16 pilots of that Corporation had until  
11 now sought to revoke the proxies which they gave  
12 to the Corporation authorizing the Corporation to  
13 receive their receipts. This is true?

14 A. Yes.

15 Q. Mr. Marchand, the 16 pilots of  
16 your Corporation, were they in agreement for participat-  
17 ion in the stoppage of work of pilots in the month of  
18 April 1962?

19 A. Yes.

20 Q. Were there any dissidents at the  
21 time?

22 A. In 1962? No. I did not take part  
23 in a Committee at the time but I don't remember any  
24 dissidents.

25 Q. Without having been on the Committee  
26 in 1962 you are sufficiently aware of the affairs of  
27 the Corporation to be able to give us an answer of  
28 quite a precise type aren't you?

29 A. As I recall, there were no dissidents.

30 Q. Mr. Marchand you will admit with me,





1 French  
2 won't you, that if a pilot at that time had been  
3 dissident and had decided to work, to pilot the vessels,  
4 all the pilotage dues he would have earned would have  
5 been paid under the proxies to the Corporation to be  
6 divided up among all the pilots of the District.  
7 Isn't that right?

8 A. According to the rules of the  
9 Corporation, yes.

10 Q. Well then won't you agree with me ---

11 MR. LALONDE: Your lordship I think this  
12 is a legal question for interpretation where the  
13 witness gives his view on maritime law.

14 Q. Well wouldn't you feel, regardless  
15 of your legal opinion, that there would be little  
16 interest for a dissident pilot in continuing to pilot  
17 under circumstances like that, if all the receipts,  
18 at all events, had gone to the other pilots who were  
19 not working?

20 A. I cannot say anything on that  
21 because there were no dissidents.

22 Q. Just the same, Mr. Marchand, won't  
23 you admit that it is human not to wish to work for  
24 others who don't work?

25 MR. LALONDE: Your lordship my confrere  
26 is getting into legal waters. If you look in the  
27 By-Laws, you will see that the terms -- I am talking  
28 of By-Law 2, you will see that the terms are if a  
29 pilot works and others don't it is clear that you  
30 come into the question of averages and either the





1 French  
2 pilot who has worked will have to allow the others  
3 to work to catch up with him, or the others will have  
4 to catch up with him or else it will all go into  
5 the common funding pool for those who aren't working.

6 THE CHAIRMAN: Well you seem to have  
7 answered partially for the witness.

8 MR. LALONDE: Well your lordship it is  
9 a juridical question.

10 Q. Well Mr. Marchand in practice, accord-  
11 ing to your knowledge of these things, are you in  
12 agreement with the free legal opinion that you have  
13 just been given?

14 A. Perfectly so.

15 Q. I would like to go back some years,  
16 possibly to 1957 when you became, in the District of  
17 Montreal, or the Harbour of Montreal, when you came  
18 in as a pilot. Would you say for what reason you  
19 left the District of Montreal-Kingston at that time?

20 A. I could say for personal reasons.

21 Q. At that time were you under the star  
22 of Mr. Chartier when his star had begun to shine at  
23 the worst moment of this area?

24 A. It wasn't a very brilliant star. I  
25 think he was just performing his duty.

26 Q. This star of Mr. Chartier, was it  
27 still as bright as before in those years?

28 A. You mean today? Well it's still the  
29 same.

30 Q. At that time in 1957 when you left





1 French  
2 the District of Montreal-Kingston, Roland Johnston  
3 of the Great Lakes Pilots' Association ---

4 MR. LALONDE: I apologize, but I must  
5 correct my confrere. It was called the International  
6 Organization of Masters, Mates and Pilots.

7 Q. Well then Mr. Roland Johnston of this  
8 body, the name of which was just given in its entirety, was  
9 he just beginning or had he then begun his activities  
10 in the St. Lawrence-Kingston District?

11 A. Yes.

12 Q. Could that be one of the reasons why  
13 you left this District at that time?

14 A. No.

15 Q. Mr. Marchand you were in court last  
16 week when Pilot Lavoie expressed to us the opinion that  
17 the River pilots were just as qualified as the pilots  
18 engaged in manoeuvring in Montreal Harbour for doing  
19 the pilotage work of manoeuvring in the Harbour. Do  
20 you share this opinion?

21 A. Yes. They do manoeuvring work with  
22 these vessels. In theory -- perhaps in principle  
23 it is different; in theory it is different. It is  
24 not always in the same area but they are competent  
25 for this.

26 Q. Now Mr. Marchand if a vessel having  
27 completed its loading in the Harbour of Montreal, let  
28 us say with grain, is to go to Montreal East shed to  
29 seek oil, it is indeed, I take it, in the Harbour of  
30 Montreal that it will be moved?







1 French

2 A. Yes.

3 Q. Now, once a vessel has completed its  
4 loading of oil to go off to its overseas destination,  
5 it is the River pilot who will take over the vessel  
6 and pilot it. Isn't this true?

7 A. Yes.

8 Q. You are aware sometimes it is  
9 stopping in Montreal East to take this oil aboard and  
10 will be half an hour or more, sometimes even two hours?

11 A. More often two hours rather than  
12 half an hour.

13 Q. Do you think it is logical that in  
14 the circumstances if the River pilot has the same  
15 ability as the Harbour pilot, do you think it is  
16 logical to suggest that the River pilot should take the  
17 vessel at this point of departure and remain aboard  
18 in Montreal while it's taking on the oil and then  
19 continue with it?

20 A. Well the Harbour pilots don't adopt  
21 this procedure necessarily. The Harbour was closed  
22 for a time but if you have a vessel which is going  
23 in a certain area, this will come within the jurisdiction  
24 of the area of the Harbour.

25 Q. Mr. Marchand in 1962 the pilots of  
26 Montreal Harbour, haven't they recommended that in the  
27 case of all vessels arriving in Montreal Harbour  
28 or leaving Montreal Harbour that they should take over  
29 from the Harbour pilots?

30 A. In 1962, as I said before, I wasn't on





1 French

2 the Committee. I don't know what was proposed. All the  
3 time I was on the Committee the pilots were changing,  
4 only going up and not coming down because coming down  
5 it was understood there may be a fog and you might  
6 not be able to get the vessel out and go much further  
7 down. You might have difficulties.

8 Q. Well in 1962 then, if I understand  
9 properly the recommendation of the Harbour pilots was  
10 to the effect that any vessel going up had to change  
11 pilots. That is to say had to take over from a River  
12 pilot and give it to a Harbour pilot at Quay Marian?

13 A. Yes.

14 Q. Where is Quay Marian?

15 A. As I recall it, it's in the central  
16 area. It's the small quay around area No. 110.

17 Q. In other words, it is in the extreme  
18 limit, eastern limit of the District of the Montreal  
19 Harbour pilot?

20 A. Well we have no District. It's a  
21 zone, an area. The northern tip of Ste. Therese Island.  
22 It's in the By-Law. I think it's in the Century Line  
23 area. It's, let us say, five or six miles from  
24 Marian Wharf.

25 Q. At all events there is no other quay,  
26 as I understand it, easier than this?

27 A. No, I don't think so.

28 Q. And for what reason was Quay Marian  
29 chosen at the time as the place where the relief should  
30 be effected?





1 French

2 A. It was behind the Quay in the District.  
3 It was suitable for this.

4 Q. In other words, it was a place where  
5 you could have the takeover done logically without harming  
6 the vessels?

7 A. To be more precise this was where you  
8 would have a vessel coming to section No. 110 and then  
9 you had Longue Pointe in the anchorages and you would have  
10 vessels going up from the Harbour. It was done in the  
11 Longue Pointe Wharf.

12 Q. For what reason, in 1962, did you  
13 suggest that all the vessels going up should change pilots  
14 in arriving, or on arriving within the limits of the  
15 District of Montreal Harbour?

16 A. Well I cannot specify too much on  
17 this. I can say that it was a question by the general  
18 assembly, and the assembly was unanimous in this direction,  
19 on this point and the entries and departures were being  
20 carried on and they were not -- maybe they didn't have  
21 enough money in the past. Considering that there was  
22 not much in this direction, let us say that they maintained  
23 the same tariff.

24 Q. If I understand your answer properly,  
25 the intention at that time was to increase the receipts?

A2 26 A. Yes.

27 Q. You said just now that all the pilots  
28 were in agreement in joining the stoppage of work in  
29 1962. Now would you tell me what were the claims of  
30 the pilots in Montreal Harbour at the time?





1 French

2 A. They were asking for an increase in  
3 the tariff for the Montreal Harbour.

4 Q. They were asking for a revision you  
5 said to increase or decrease?

6 A. Well to increase. For some years past,  
7 since 1958, they had been asking for a revision in the  
8 tariff, 13, \$16 and so on. There was zoning regulations.  
9 There were taxi expenses also.

10 Q. Are you aware that before the strike,  
11 or the stoppage of work, there were talks between the  
12 pilots, or the Pilots' Committee in the District and  
13 the Shipowners and that it had been understood that there  
14 would be an increase?

15 A. Frankly the Shipowners, for them the  
16 answer is no. Ever since 1958, and this has been going  
17 on there hasn't been an increase in the tariff.

18 Q. Well now you are saying what?

19 A. Well from 1958 on they had been asking  
20 -- from Vancouver on, and so on, in the Vancouver Harbour  
21 something similar had been asked in Montreal.

22 Q. I was interested in changing say from  
23 Kingston as compared with Vancouver.

24 A. No.

25 Q. Mr. Marchand you were telling us that  
26 according to what you recollect there had been no  
27 agreement between the Shipowners and the people in your  
28 District as to an increase in the tariff after the  
29 strike in 1962?

30 A. Well as regards the Committee, things







1 French  
2 happened that I was not aware of. There could have been  
3 something proposed at a fixed salary basis and I do believe  
4 that the main thing is that there was a low tariff, low  
5 rate. I wouldn't be too sure of the answer.

6 Q. Who was the President of your Corporation  
7 in 1962?

8 A. Mr. Long.

9 Q. And who was a member of the Negotiations  
10 Committee, if there was such a Committee with the  
11 Shipowners or the Pilotage Authority in your District  
12 before the stoppage of work in 1962?

13 A. Mr. Long, Larry McDonald, Romeo  
14 Laroche, Menard. I think I have four of them now.

15

16 Q. Yes, four.

17 A. Pelletier.

18 Q. At that time was that proposal of the  
19 Shipowners discussed to the effect that the pilots'  
20 earnings be determined within the fixed limits? For  
21 example, determining a fixed maximum or minimum according  
22 to the workload?

23 A. Well it is very hard for me to answer  
24 that question because I was not a member of the Committee  
25 at that time. I heard about many things at that time  
26 but during the general annual meeting of the winter this  
27 question was discussed and everybody was unanimously  
28 against that proposal and I think the same thing  
29 happened during the season. The Committee was against  
30 that. Well this thing went on being discussed. That is





1 French

2 all I can tell you.

3 Q. Mr. Marchand I would like to ask you  
4 either through yourself or through your secretary to  
5 file a copy of the minutes of all meetings, all special  
6 meetings or of the general annual meeting during which  
7 the question regarding the increase in tariff was  
8 raised. The increase in 1962 and regarding also the  
9 proposal of Shipowners of fixing income or earnings  
10 for pilots within the determined limits and also the  
11 minutes of all meetings during which this question or  
12 the question of having the changeover of River pilot  
13 at Marian Wharf took place. Could you please file  
14 these documents and they will receive the exhibit number  
15 798.

16

17 ---EXHIBIT NO. 798:

Minutes of all special  
meetings or of the general  
annual meeting during which  
the increase in tariff was  
raised and the question of  
having the changeover of  
River Pilots at Marian Wharf  
was raised.

21

22 Q. Will you kindly bring as part of  
23 this Exhibit 798 the minutes of all meetings convened  
24 upon the stoppage of work, including the general meeting  
25 which in fact brought about the stoppage of work of  
26 the pilots of your District?

27 A. Yes.

28 MR. LALONDE: Does that include the meeting  
29 of the Directors or are you talking about the general  
30 annual meeting?





1 French

2 Q. Including the meetings of the Directors  
3 having to do with the stoppage of work.

4 A. At that time I think in 1962 you had  
5 a meeting of the Board of Directors.

6 Q. Mr. Marchand in order to change the  
7 subject matter now you talked to us about recommendation  
8 No. 3 regarding the Corporation of the Montreal Harbour  
9 Pilot mentioned in paragraph 639 of the brief submitted  
10 by the Federation of Pilots. You remember that specific  
11 recommendation? It's the one that has to do with the  
12 transportation allowance which is to be paid to the  
13 pilots or to the pilots going to St. Lambert. You  
14 remember that recommendation?

15 A. Yes.

16 Q. If my memory serves me right, I think  
17 that you took great pains to draw the Commission's  
18 attention to the fact that this was a transportation  
19 allowance which would apply only in the case of a pilot  
20 who would have to board a vessel for St. Lambert and  
21 not for all movages?

22 A. Yes, for St. Lambert.

23 Q. In that respect I would like to  
24 review again past history. In the first place, you  
25 will admit to me Mr. Marchand, I am sure, that it seems  
26 to be quite logical for pilots before this Commission  
27 to come and say that the River pilots receive \$3  
28 whenever they have to board a vessel in St. Lambert.  
29 Consequently, it would be as logical for us to receive  
30 such allowance and this briefly is the reason for your





1 French

2 recommendation.

3 A. I am not in agreement with you sir.

4 Q. So it is not for that reason that  
5 the recommendation was made?

6 A. No. The reason is that we already  
7 threatened a stoppage of work over there in order to  
8 obtain this allowance of \$3 for transportation and  
9 also to go to the Seaway, or embark a vessel at the  
10 Seaway and whenever we discussed the tariff negotiations  
11 in 1960, well this allowance was withdrawn for us.  
12 We had an increase of tariff but we got a decrease  
13 in this allowance so finally we reached the same level  
14 as we were.

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PB/RPS

1 French

2 At St. Lambert we always had some trouble  
3 over there. We need a taxi to go there. There is  
4 no transportation to come back at night. We only have  
5 an hour and 15 minutes to reach the vessel at St.  
6 Lambert and if we arrive there at three or four in the  
7 morning and if the person is home in bed, well, he  
8 doesn't have time to do anything else if he is called  
9 for an hour, take a taxi to go there, and the same  
10 thing applies when we get off. We don't have any  
11 time at our disposal when we have an hour and a half.

12 Q. Mr. Marchand, in 1958 -- the pilots of  
13 your Association since the Corporation was set up  
14 requested that \$4.50 be allowed to them for travelling  
15 expenses for any movage performed in the Harbour.  
16 Do you remember that?

17 A. Yes.

18 Q. At that time you were granted \$2  
19 for each movage; is that not a fact?

20 A. Yes.

21 Q. Movages, whether they were accomplished  
22 at Windmill Point, Longue Pointe or at St. Lambert Lock?

23 A. Not at St. Lambert Lock because that  
24 lock didn't exist at that time.

25 Q. I apologize. You are right. In  
26 1959 pilots asked that this allowance of \$2 be increased  
27 to \$3 otherwise they would go on strike, do you recall  
28 that?

29 A. Well it wasn't simply -- the strike  
30 wasn't -- the purpose of the strike wasn't only to obtain





1 French

2 the \$3 at St. Lambert. There was also a question of  
3 detention time at St. Lambert. We were not being paid  
4 for detentions. We were being detained five or six  
5 hours on the entrance of the Seaway. We always made  
6 requests but they were rejected. It was always the same  
7 procedure, reasonable demands were never accepted and  
8 we always have to use big words all the time, and this  
9 was always the situation.

10 Q. At any rate you asked for an increase  
11 of \$2 to \$3 for all movages for transportation?

12 A. In the Harbour it always remained  
13 at \$2 for the Harbour and we asked for an increase of  
14 \$1, that is to \$3 for St. Lambert because of the travelling.

15 Q. At any rate in 1959 you have obtained  
16 this increase to \$3?

17 A. Yes.

18 Q. For a movage in St. Lambert.

19 A. Yes, I think that the D.O.T. decided  
20 that.

21 Q. You got the allowance of \$2 for other  
22 movages elsewhere than at St. Lambert Lock?

23 A. Yes, Montreal Harbour.

24 Q. Now, let us get back to the year 1961,  
25 Mr. Marchand. Is it not a fact that at that time you  
26 have asked for a revision of the tariffs in the year 1961,  
27 for example in the winter of 1960, 1961?

28 A. This increase in tariff we had been  
29 asking for ever since 1958.

30 Q. Is it not a fact that at that time you





1 French

2 took the following attitude: that is, it would be a  
3 good idea to increase the tariff and in order to avoid  
4 this complication of adding to the pilotage costs for the  
5 movage fees the travelling allowance, let us have a  
6 round figure which will include everything, that is  
7 travelling allowance and the pilotage cost, that is in  
8 the pilotage bill?

9 A. It was at the end of the negotiations.  
10 I wasn't a member of the Committee. When the tariff was  
11 submitted as a flat rate, or a flat rate the expenses  
12 were included in the tariff. The expenses were supposed  
13 to be included. Then in 1961 in January -- I wasn't  
14 on the Committee consequently I can't tell you how the  
15 whole thing was settled.

16 Q. At any rate you obtained a major  
17 revision of the tariff and starting at that time a vessel  
18 no longer paid a certain amount for a movage, there were  
19 no longer two charges, just one for the movage itself  
20 and the other for the travelling allowance, is that a  
21 fact?

22 A. Yes.

23 Q. In other words the travelling expenses  
24 were now included with this amount on a flat rate?

25 A. Yes, I could say that is another way,  
26 not having an increase in tariff, and we were at exactly  
27 the same point. We didn't . . .

28 Q. Now, Mr. Marchand, let us take for  
29 granted that the movage given to you of \$3 going to  
30 St. Lambert, do you think the Shipowners can expect that





1 French  
2 at the next negotiations the pilots will say if we were  
3 granted \$3 to go to St. Lambert we should be granted  
4 \$3 in order to go to Longue Pointe because it is not  
5 longer to go there to Longue Pointe than to St. Lambert?

6 A. Well, the question of travelling to  
7 Longue Pointe and in the Montreal Harbour is an entirely  
8 different thing than to St. Lambert. It is not entirely  
9 the same thing. Moreover we are beyond our own  
10 District and I think there are some clauses in the  
11 Shipping Act that say outside of one zone travelling  
12 expenses are supposed to be paid. If we worked in  
13 order to obtain expenses to St. Lambert, and they are  
14 taken away from us then it is the same as in the same  
15 District receiving the same thing, well, we would get  
16 back to this older system.

17 Q. Mr. Marchand, in other words if someone  
18 doesn't know past history and the way pilots are  
19 organized themselves in order to obtain the increase  
20 in tariffs that the next negotiations it would be logical  
21 to say if you pay us \$3 at St. Lambert there should not  
22 be any reason we should not be paid \$3 to go to Longue  
23 Pointe.

24 A. In the Montreal Harbour it is hardly  
25 as expensive as going to St. Lambert.

26 Q. So you will be satisfied to take \$2?

27 A. If they will give it to us we will  
28 be glad to take it.

29 Q. As soon as you have obtained the \$2  
30 for Longue Pointe, \$3 for St. Lambert do you feel we can







1 French

2 expect that next year or the following year you are going  
3 to go to the Shipowners and tell them this is complicated  
4 so let us establish an overall rate which will include  
5 all the travelling expenses and pilotage dues for movage.

6 A. Inasmuch as tariffs are adjusted in  
7 such a way that travelling expenses are included, well  
8 fine. The way it was prepared -- well, we had to take  
9 it or we didn't obtain anything, but cut down the  
10 expenses -- the expenses were included in the tariff.  
11 It is the same thing, it is all belonging to the same  
12 thing. Here in Canada, not even pilots, how often do you  
13 see people who service vessels or anything else where  
14 travelling expenses are not paid?

15 Q. So if I understand you properly since  
16 you have obtained the new tariff in a flat rate the  
17 past will then be forgotten and you are going to say  
18 the pilots receive \$3 to go to St. Lambert and there  
19 is no valid reason for the Harbour pilots not to obtain  
20 \$3 to go to Longue Point.

21 A. The River pilots obtain a straight  
22 \$3 in their tariff the same as applies to us.

23

24 CROSS-EXAMINATION BY MR. JACQUES:

25

26 Q. In 1961 when there was an adjustment  
27 of the tariff and when the expenses were included in  
28 the tariff did you say that there was no net increase  
29 at all?

30 A. No, the average was about the same.





1 English

2 We could call the value of the movage at the end of the  
3 year about the same.

4 Q. The value of the movage at the end of  
5 the year was the same. How do you establish the value  
6 of a movage at the end of the year?

7 A. It could be established, say an amount  
8 of X divided by the number of movages in the Harbour,  
9 and that gives you the value of the average of movages  
10 for the year.

11 Q. Do I understand rightly then you  
12 take all your revenues, gross revenue that the ships  
13 pay you and divide it by the total number of ships or  
14 movages which you did during the year?

15 A. Yes.

16 Q. That is what you would call the value  
17 of movage at the end of the year?

18 A. That is right.

19 Q. You say that this didn't increase?

20 A. Probably was decreasing movages that  
21 year. I don't quite remember what was the increase of  
22 that year, but I know they were about \$300 lower than  
23 the previous year.

24 Q. In the total?

25 A. The total.

26 Q. To arrive at that figure . . .

27 A. Therefore to be justified on the thing  
28 you have -- what do you call him?

29 Q. The accountant?

30 A. Accountant.





1 English

2 Q. He will take the stand. Very well,  
3 I will drop this subject until the accountant is in  
4 the stand. In 1962 would you check in your files or  
5 ask your secretary to check in your files to ascertain  
6 whether your Corporation received, or no, this famous  
7 letter notifying the various Districts that at the  
8 request of the Treasury Board the Department of Trans-  
9 port would see if it were possible to deduct a certain  
10 percentage of the total gross earnings towards the  
11 administrative expenses. Would you check that?

12 A. Yes, we did receive that letter. As  
13 a matter of fact I wasn't on the Committee Board but  
14 the letter was addressed to me from the Department of  
15 Transport. I had read the letter.

16 Q. You had received it?

17 A. Yes, I received it.

18 Q. Do you recall when you received it?

19 A. It was probably the fall or the middle  
20 or summer.

21 Q. Perhaps if you could get the letter . . .

22 A. The Secretary has got it in his hand  
23 if you want to see -- do you want the letter now?

24 Q. They will check later. This dispute over  
25 the changeover of pilots at St. Lambert Lock, do you  
26 think it might have had anything to do with the idea  
27 of charging an extra movage to the ship?

28 A. Do I refer to the fact -- I wasn't  
29 on the Committee, but in the wintertime in January we  
30 had a general meeting. As far as I can remember it was





1 English

2 brought up by two members of the assembly and the whole  
3 assembly was against, unanimously against that procedure  
4 and the same reason, the fact, what I told you a while  
5 ago was probably true. I had that in mind. I don't  
6 want to say it was better than anybody. I was talking  
7 to them that there was no use to try this thing they  
8 had in mind. In 1959 we had a few ships at the tie-up  
9 wall which at the time we thought wasn't our work.

10 We used to look for the pilot -- the pilot wasn't there.

b2 11 We say, I will take you in the lock if you want to pay  
12 an extra movage. We won't work for nothing. The master  
13 says okay, I will sign your card. He would sign the  
14 card and the company used to pay until September.

15 Q. Of what year?

16 A. 1959. In September a bill sent by  
17 myself -- not myself, the Department of Transport sent  
18 one of my bills. A ship from shed 3, I guess, to  
19 St. Lambert -- well, I waited about 20 minutes, no  
20 pilot was there and the captain asked me to take him  
21 in the lock. I said, okay I take you in the lock but  
22 it is not our work. I am not going to work for nothing.  
23 Something could happen and I have to be responsible  
24 to make a report on all these things. He said all  
25 right if you take me in the lock I will sign your  
26 card. That bill was sent to the C.P.S., the C.P.S.  
27 refused to pay it and then from that time all the other  
28 companies refused too. I was talking verbally to,  
29 I think it was Captain Gendron.

30 Q. You were talking -- ?







1 English

2 A. To Captain Gendron, Department of  
3 Transport. I said do you expect us to work for nothing  
4 there. He said, no, from now on any ships that goes  
5 to the wall, as soon as it arrives then get off the  
6 ship, leave the ship there, if they don't want to pay  
7 leave it there and the other pilot -- he will wait  
8 two, three, four hours -- he will have to wait there  
9 if they don't want to pay. That was the custom in  
10 1959 and 1960 and 1961, as soon as we arrived to the  
11 wall we used to get off.

12 Q. And the Cornwall pilot came on board?

13 A. And the Cornwall pilot came on board.

14 Q. Whether he did or not . . .

15 A. We don't know.

16 Q. You didn't wait for him?

17 A. No.

18 Q. You just got off the ship?

19 A. We just got off the ship.

20 Q. You made the ship fast and left.

21 Would you search your minutes -- you refer to a meeting  
22 where this matter was discussed. Would you look  
23 through your minutes and see if there is anything on  
24 record in this respect?

25 A. 1962 at our meeting?

26 Q. Yes, you said once during a meeting,  
27 you said that two pilots suggested that you ask for  
28 a movage when you were tied up at the tie-up wall and  
29 moved the ship later on.

30 Q. I wasn't on the Committee at the time





1 English.

2 but I think our secretary has this in the minutes.

3 MR. JACQUES: The Secretary will note if  
4 there is a minute, thank you.

5 (THROUGH THE INTERPRETER.)

6 THE CHAIRMAN: Any further questions of  
7 Captain Marchand?

8 MR. LALONDE: Pilot Lavoie.

9  
10 CHARLES LAVOIE, Sworn

11 THE SECRETARY: Your name?

12 THE WITNESS: Charles Lavoie.

13 THE SECRETARY: Occupation?

14 THE WITNESS: Montreal Harbour pilot.

15  
16 DIRECT EXAMINATION BY MR. LALONDE:

17  
18 Q. Captain Lavoie, you were asked a  
19 question last week -- I am sorry, you weren't asked the  
20 question but the question was asked of Captain Marchand  
21 concerning the movages made by yourself in October  
22 1962 as shown on Exhibit 788. One of my colleagues  
23 mentioned that this exhibit tends to show that you had  
24 been at elevators, grain elevators only once during  
25 that particular month. I made the statement at the time  
26 you would be called in the box to express your views  
27 in this regard. I am showing you Exhibit 788. Would  
28 you tell the Commission whether or not you have come  
29 to the grain elevators during that month?

30 A. No. 1, the first job which shows section





1 English  
2 71, to section 80 -- well section 71 is right at the  
3 Vulcan Wharf right here, section 71, this is Vulcan  
4 Wharf. Section 80 is in Windmill Basin. Windmill Basin  
5 is 3,000 feet long, 3,000 feet long to 300 feet wide.  
6 The west side starts off 5, 6, 7, 8, 9, 10 -- section  
7 10. Section 10 is the loading -- unloading berth,  
8 where you unload the ship, B elevator. 567, they are  
9 all loading places. On the east side 5, 6, 7, 8, 9, 10,  
10 11 -- they are on the east side of Windmill Basin.  
11 That is where you can unload or load bulk cargo and  
12 it is 300 feet apart from east to west. When I left  
13 section 71 and went to section 80 I was about 400 feet  
14 from the grain elevator -- that is not the grain  
15 elevator because the grain elevator goes along the  
16 west section, so that is one point that I was there.

17           Then, No. 6 -- No. 7, pardon me, from  
18 St. Lawrence Seaway, that was St. Lambert, down to  
19 shed 45. Shed 45 is at Tarte Pier. That is a loading  
20 place where you load grain. On the other side of Tarte  
21 Pier, that is the place where you unload grain from  
22 the ship to the elevator, so I came here.

23           Q.     Where did you come?

24           A.     At shed 45 and the unloading spot is  
25 at 44 north.

26           Q.     What is the relation between 44 north . . .

27           A.     You load grain at 45 and unload the  
28 grain at shed 44C.

29           Q.     The way you indicate it is it the  
30 same but one is on one side . . .





1 English

2 A. One is on one side and the other is  
3 on the other side. That is right. No. 8 from St.  
4 Lambert Lock to elevator one, from St. Lambert way up  
5 to elevator one which is in number one basin. I have  
6 that there marked. It is the same thing. I have 19,  
7 No. 19, section six which is right here, about 300  
8 feet across from the grain elevator berth. That was  
9 the PINEDALE, if I am not mistaken, right up to St.  
10 Lambert Lock.

11 MR. JACQUES: When you first give a number  
12 that is the consecutive job?

13 THE WITNESS: The job number.

14 MR. JACQUES: Appearing on Exhibit 788.

15 THE WITNESS: That is right, sir. This  
16 is the other job, 22, from section 8 in Windmill Basin  
17 again to St. Lambert Lock. Then, job 25 from shed 19  
18 right here to shed 46 which is right across from  
19 section 44, the grain elevator at Tarte Pier. I  
20 went on one side of the Basin which is about 400 apart,  
21 one side of the Basin -- the other side is the grain  
22 unloading berth.

23 Then job 28 from section 10 which is right  
24 in Windmill Basin, right across from the unloading berth  
25 to section 46 north which is over here -- 46 is  
26 Southerland Pier, which is about 400 feet from the  
27 grain unloading berth.

28 Then job 39, job 39 again from section 6  
29 east in Windmill Basin to St. Lambert Lock nearby the  
30 grain elevator. Again, job 49, from elevator No. 2







1 English

2 which is right here in No. 3 basin up to St. Lambert Lock.

3 I think that is all. I think that is nine times between

4 October 3rd that I have here to October 30th.

5 MR. LALONDE: Thank you.

6 (THROUGH THE INTERPRETER.)

7 THE CHAIRMAN: Any further question of

8 Captain Lavoie?

9

English 10 CROSS-EXAMINATION BY MR. MASON:

11

12 Q. In October, 1962 it would be a busy  
13 month, would it not?

14 A. Well, it depends, sometimes it is  
15 busy. Sometimes it is not too busy. This year was pretty  
16 busy, but I can't remember the other year, but it is  
17 normally a busy time of the year. I would agree with  
18 this.

19 Q. In the average month how often do you  
20 frequent these grain-loading berths?

21 A. To give you an exact answer I will  
22 have to go through . . .

23 Q. Not an exact answer, just approximately?

24 A. Well, I suppose just about average.--  
25 you don't go necessary to the grain elevator.

26

27

28

29

30





R/RPS 1 English

2 Just about every day you go by that exactly  
3 to the grain elevator. We have five elevators in our  
4 Montreal Harbour. Some on the south part of the --  
5 the south side of the Harbour. Some a little further  
6 towards the middle, up to No. 4 elevator. We have five  
7 of them. One is called B, the other, 2, 3, 4 so one  
8 always passes it every day, pretty near every day of the  
9 week.

10 Q. Thank you.

11

nch

12 JACQUES SAUCIER, Sworn

13

14 DIRECT EXAMINATION BY MR. LALONDE:

15

16 Q. Your occupation?

17 A. Secretary-Treasurer, Corporation of the  
18 Montreal Harbour Pilots.

19 Q. Could you please tell the Commission for  
20 how long past you have occupied the position of Secretary-  
21 Treasurer of the Corporation of the Montreal Harbour  
22 Pilots?

23 A. Since 1958.

24 Q. This was since when?

25 A. 1958.

26 Q. You were constantly in this position?

27 A. Yes.

28 Q. Do you have any other position?

29 A. Yes.

30 Q. I show you a copy, or rather Exhibit





1 French

2 792 on which I would like to ask a number of questions.

3 These are the rules and regulations of the Corporation  
4 of the Montreal Harbour Pilots. Could you tell us first  
5 in relation to Article 3, Rule No. 1, how many members  
6 there are in the Corporation?

7 A. 16.

8 Q. Does this represent overall the  
9 pilots of the group of the Montreal Harbour?

10 A. Completely, yes.

11 Q. Do you have a list as my confrere,  
12 Mr. Brisset, asked you for showing the adhesion, the  
13 membership of the members?

14 A. Yes.

15 Q. Could you file this please?

16 A. This is a complete list with the list  
17 of dates for requests for admission and also the dates  
18 of the proxy of each of the members.

19  
20 ---EXHIBIT NO. 796: List of the complete member-  
21 ship.

22  
23 Q. Would you please say how many members  
24 you have in the Executive Board of the Corporation of  
25 the Montreal Harbour Pilots?

26 A. Five Directors.

27 Q. This Executive Board, does it meet  
28 regularly?

29 A. Yes.

30 Q. Is there a minimum number that should be





1 French

2 obtained?

3 A. No. There is no precision on this;  
4 nothing specific on this.

5 Q. Do you hold minutes of the Executive  
6 Board?

7 A. Regularly.

8 Q. These minutes of the general assembly  
9 also?

10 A. Yes, they are read and accepted too.

11 Q. The administrators, do they meet  
12 in assembly for the purpose of remuneration?

13 A. A small remuneration in winter.

14 Q. How much in winter?

15 A. In winter this is determined by the  
16 annual assembly.

17 Q. How much?

18 A. \$7.50 for the day.

19 Q. What do you mean by the winter period?

20 A. From the closing of the navigation  
21 season until the opening of the following one.

22 Q. Could you say if during the winter  
23 season you receive any turns in remuneration?

24 A. No.

25 Q. In what way do you proceed?

26 A. Under the laws or rules which enable  
27 us to -- well it is members on the Board.

28 Q. Whenever re-imburement is requested,  
29 do you have formulae for this?

30 A. Yes.







1 French

2 Q. I show you a document entitled  
3 Indication of Expenses. Is this the document you use  
4 in the Corporation of Montreal Harbour Pilots?

5 A. Yes. With the details of the number  
6 of the cheque, date, and these are always accepted by  
7 the administration and they are then processed through  
8 the assembly.

9 Q. Would you file this as Exhibit 799?

10  
11 ---EXHIBIT NO. 799: Document entitled Indication  
12 of Expenses.

13 Q. I note that this application bears the  
14 number and the date of the cheque on the right in the  
15 top. Could you say what this date is?

16 A. The date corresponds exactly to the  
17 date on which the administrative office accepts the  
18 expenditures and the number of the cheque -- all our  
19 cheques are numbered, the number corresponds to the  
20 amount.

21 Q. And I note there is another item marked  
22 date on the left.

23 A. This is the for the details of the  
24 expenses because there is always a reason for expenditures  
25 and this reason is explained and the date.

26 Q. So you have two indications. In fact  
27 one of them is the reason for the expenditure. The  
28 other is the details of the expenditure. Could you  
29 indicate what the administrators must mention in these  
30 points?





1 French

2 A. They must explain the reason -- for  
3 instance, let us say that is it transport and the  
4 details of the expenditures. That is, if they spend  
5 one hour, two hours, half a day, one day all the detail  
6 must be indicated.

7 Q. Thank you. These expenditures under-  
8 gone by the administrators, are they subject to approval  
9 by the administrative board?

10 A. All the expenditures must be so  
11 processed by the administrative board.

12 Q. Do you pay these expenditures here  
13 before submitting them to the administrators?

14 A. I think it is the day of the  
15 administrative board meeting, or the Executive Council  
16 Meeting that we look at these cheques.

17 Q. I note that there is a measure taken  
18 for the annual general assembly and special assemblies.  
19 Regarding these special assemblies do you have these  
20 for the Montreal Harbour Pilot?

21 A. We have regularly a special one at  
22 the beginning of navigation and we follow the rules.  
23 We send the notice of meeting five days ahead of time  
24 with the agenda and if during the year there is a  
25 serious problem, then we have a special assembly. We  
26 do this.

27 Q. I draw to your attention paragraph  
28 354, memo submitted to the Corporation of Mid-St. Lawrence  
29 Pilots and especially to item Corporation of Montreal  
30 Harbour Pilots. I note that for the assemblies held at





1 French

2 the end of the years 1960, 1961 and 1962, you respect-  
3 ively participated in 15 out of 16 members. 12 out of  
4 16 and 14 out of 16. Could you say if this corresponds  
5 to the true persons as you have in the minutes?

6 A. Yes.

7 Q. Was that done by you yourself?

8 A. Yes, and all the members of assemblies  
9 are indicated in the minutes.

10 Q. During the general annual assembly  
11 do you send an agenda ahead of time?

12 A. Always with the agenda five days  
13 ahead.

14 Q. Is the agenda as per Article 25 of  
15 Rule 1?

16 A. Yes.

17 Q. Your Corporation has the services of  
18 an auditor, is that so? Does your Corporation have  
19 the services of an auditor?

20 A. Yes, under the annual assembly.

21 Q. Who are they?

22 A. Lavoie and Prevost.

23 Q. Have they been operating since the  
24 setting up of your Corporation?

25 A. The year following. 1959 I think.

26 Q. Your group are members of the  
27 Federation of Mid-St. Lawrence Pilots. Is that a fact?

28 A. Yes.

29 Q. Are they members of the Merchant  
30 Service Guild?





1 French

2 A. Yes.

3 Q. We have here an indication of the  
4 document. Would you please tell me if the names on  
5 this document are the names of the members for the  
6 years 1960, 1961 and 1962?

7 A. Yes. They were appointed at the  
8 annual assembly.

9

10 ---EXHIBIT NO. 800: Document containing names  
11 of the members for the years  
12 1960, 1961 and 1962.

12

13 THE CHAIRMAN: This will be filed in a  
14 bundle?

15 MR. LALONDE: Yes, of course.

16 My lord, I have a correction to draw  
17 to your attention. This is in paragraph 313 of the  
18 English version of the brief submitted by the Federation.  
19 It is said that the Corporation of the Montreal Harbour  
20 Pilots obtained its letters patent on January 2nd  
21 1948. There is an error in typing there. It is  
22 1958. The French text is correct.

23 (THROUGH THE INTERPRETER.)

24 Q. Are the financial statements submitted  
25 to the members at the annual meeting?

26 A. Yes, every year they are scrutinized,  
27 analyzed and approved.

28 Q. To your knowledge are there any  
29 dissidents to these financial statements?

30 ~~statements?~~







1 French

2 A. No. The money details are submitted  
3 to the administrative bureau or board itself.

4 Q. As per rule No. 3 of the Corporation  
5 which provides for the taking of dues of pilotage and  
6 pooling of funds. Would you tell the Commission if  
7 your Corporation has always proceeded, since it began  
8 with the operation of a common funding pool?

9 A. Always.

10 Q. Could you explain summarily to the  
11 Commission how the common funding pool works for the  
12 Corporation of Montreal Harbour Pilots?

13 A. Well under the general rule No. 3  
14 it has to agree for the average of turns to share.  
15 We never have any problem with averages. Everyone  
16 accepts the averages and we share.

17 THE CHAIRMAN: I understand this sharing  
18 is based on an annual basis or how?

19 THE WITNESS: No. We have a drawing  
20 account every fortnight and at the end of the year  
21 then there is sharing. There is a fixed amount every  
22 fortnight.

23 THE CHAIRMAN: In advance?

24 THE WITNESS: Yes.

25 Q. Do you have a system of sickness  
26 indemnity or suspension?

27 A. We do have an insurance plan, yes.

28 Q. Through your insurance?

29 A. Yes.

30 Q. Not under 3?





1 French

2 A. No, through the insurance.

3 Q. The pilots in the Harbour of Montreal  
4 are they informed of the activities of the Corporation  
5 or the administration during the year?

6 A. During the year we send regularly  
7 or very often circular letters. We keep the pilots  
8 abreast of developments and whatever happens in the  
9 small group all the pilots are aware of all activities.

10 Q. The list of the pilots in the section  
11 or the zone of Montreal for anything do they go to  
12 your office and consult things?

13 A. Yes. The office is always open and  
14 we ask all the pilots to come to the annual general  
15 assembly. All files are open. Everyone can examine  
16 everything and we even prefer that each pilot should  
17 verify everything.

18 Q. I understand that these things are  
19 filed by the auditors of your Corporation?

20 A. Yes.

21 Q. But to your knowledge has there  
22 ever been anything that you might call a kind of  
23 strike fund in your organization?

24 A. No. We do have the pool. There  
25 has never been any claim on capital in this connection.

26 Q. Thank you.

27

28 CROSS - EXAMINATION BY MR. BRISSET:

29

30 Q. Mr. Saucier during your testimony when





1 French

2 there was a question arising of information which could  
3 be requested by the pilots of your District, you used  
4 the expression, "what the administrative office likes".  
5 Would you tell me what you had in mind?

6 A. In the Harbour of Montreal what  
7 happens is that you have the Corporation, the finances,  
8 the major decisions, they are aware of these things and  
9 are told of what happens and if, for example, a pilot  
10 has not spoken up, then we like him to be telephoned  
11 and the administrative office likes very much that each  
12 pilot should be aware of every movement and every  
13 cent expended.

14 Q. You say that this is a special  
15 situation in the Montreal District because of its small  
16 number?

17 A. I will have the opportunity to show  
18 the same thing next week for the others.

19 Q. You say Mr. Saucier that there is  
20 no strike fund in this District, in the District of  
21 Montreal and you add when there is a strike this is  
22 taken out of the common funding pool. Could you say  
23 what is taken out of the common funding pool?

24 A. Well you have perhaps another  
25 Corporation and if they come to the District then there  
26 is at present no strike.

27 Q. Don't you think that the common fund  
28 can become in fact the most important strike fund that  
29 could be envisaged?

30 A. Well everyone knows that it is the





1 French

2 pilots who decide, you see, through their presence in  
3 the annual assembly.

4 Q. Don't you think that a strike fund  
5 of course in another Corporation or body is a fund that  
6 belongs to all the employees who have participated?

7 A. If it is an opinion you ask me, I  
8 can only give you the facts.

9 Q. You were giving opinions all along  
10 and that is why I put the question. Don't you think a  
11 strike fund in another body, because your Corporation has  
12 also a fund, it is the property of all employees who  
13 have contributed?

14 A. We don't pay a strike fund out of the  
15 extraordinary expenditures. The pilots ask about this  
16 and that.

17 Q. You spoke of an illness insurance  
18 plan which is an application in your Corporation?

19 A. Yes.

20 Q. Would you tell me who pays the premium?

21 A. Pilots.

22 Q. Is this premium paid by each pilot  
23 individually according to his family status or is it  
24 paid from the common fund?

25 A. This is a group insurance plan paid  
26 -- not paid, but financed by the common funding pool.  
27 At the end of the year these incomes are deducted, so  
28 to speak, to the pilots.

29 Q. This premium is paid from the  
30 common funding pool and at the end of the year the







1 French

2 individual premium of each pilot may vary according to  
3 his family status and deduct it from the last amount, from  
4 common fund?

5 A. The amount is the same, It is just  
6 like all funds for each.

7 Q. So you make a uniform deduction from  
8 each pilot at the end of the year?

9 A. Yes.

10 Q. In other words, in fact there is no  
11 need to make a deduction because the premium is paid  
12 from the common funding pool?

13 A. If you wish, yes.

14 Q. If it is paid from the common funding  
15 pool, this becomes an expenditure of the Corporation  
16 itself, doesn't it and not an expenditure for each  
17 individual pilot?

18 A. Yes but always requested by the  
19 pilots.

20 Q. This means ~~e-~~ of course you are a  
21 bookkeeper after all; from the point of view of income  
22 tax this means that the pilot in fact does not have  
23 to pay income tax on the premium he pays indirectly  
24 by the Corporation.

25 THE CHAIRMAN: Well now in the same line  
26 of thought does this mean that pilots who, for instance,  
27 might be admitted, the new pilots who might be admitted  
28 into the Corporation in the month of September would  
29 pay the same premium?

30 THE WITNESS: No. The premium will still





1 French

2 be paid pro-rata.

3 Q. Then you have calculated pro-rata  
4 what each pilot must pay at the end of the year?

5 THE WITNESS: Yes.

6 THE CHAIRMAN: Bearing in mind the overall  
7 amount and then dividing this up?

8 THE WITNESS: Yes.

9 Q. The amount that is paid out for  
10 this premium, I suppose is shown in the financial  
11 statements that will be produced?

12 A. Yes.

13 Q. Mr. Saucier could you please explain  
14 to us how the pilotage dues earned by the pilots of  
15 your District are collected by your Corporation or  
16 eventually paid by your Corporation?

17 A. The D.O.T. sends us the amount  
18 collected from companies and we have a copy in the  
19 office of the pilot's card, rather in two or three  
20 copies and we check it all and everything is put in  
21 the pool.

22 Q. So you receive from the D.O.T.  
23 I suppose a cheque is that a fact?

24 A. Yes. A cheque with all the details  
25 of a cash bank deposit, their own bank deposit and  
26 we check the same thing.

27 Q. And this payment by cheque is sent  
28 to the Corporation every fortnight, if I understand  
29 properly?

30 A. Yes.





1 French

2 Q. So twice a month?

3 A. Yes.

4 Q. And this cheque is made to the order  
5 of whom?

6 A. The Corporation of the Montreal Harbour  
7 Pilots.

8 Q. And it is deposited to --- ?

9 A. To the bank account of the Corporation  
10 of Montreal Harbour Pilots.

11 Q. Am I to understand that the proxies  
12 signed by each and every pilot of your District has  
13 been deposited with the D.O.T.?

14 A. Yes.

15 THE CHAIRMAN: Any further questions?

16 Q. Mr. Sautier a last question. In  
17 By-Law No. 19 of the Corporation, sub-Paragraph D, it  
18 is provided the Secretary-Treasurer will exercise other  
19 duties which may be assigned to him by the Board of  
20 Directors as Treasurer.

21  
22 -----

23  
24  
25  
26  
27  
28  
29  
30





PB/RPS

1 Other duties aside from the ones which  
2 you describe given to you?

3 A. No, only to accompany the Board  
4 of Directors at the different meeting either with  
5 the D.O.T. or the Shipping Federation in order to  
6 keep the minutes, as a Treasurer, no.

7 Q. Could you please tell me what  
8 are the other duties you have aside from being the  
9 Secretary-Treasurer of the Corporation of the  
10 Montreal Harbour Pilots?

11 A. Secretary-Treasurer of the  
12 Corporation of the St. Lawrence River and Ottawa  
13 Pilots and Secretary-Treasurer of the Upper St.  
14 Lawrence Corporation of Pilots.

15 Q. I understand also that you also  
16 are an insurance agent?

17 A. Yes, I am an insurance broker.

18 Q. Do you have an office aside from  
19 this one?

20 A. My office are the Corporation's,  
21 which are in my office.

22 Q. This brings about a new series  
23 of questions. Do the Corporations pay rent to you?

24 A. No.

25 Q. Do they pay you wages?

26 A. Re-imbusement -- that is the three  
27 Corporations having the same and only one office  
28 it reduces the expenses. They don't pay rent and  
29 naturally the Secretary takes care of their affairs  
30 with re-imbusement.







1 French

2 Q. And the lease of the office?

3 A. That is mine personally. It has  
4 nothing to do with the Corporation.

5  
6 CROSS-EXAMINATION BY MR. JACQUES:

7  
8 Q. Mr. Saucier, the pilots of the  
9 Montreal Harbour, can they take back some turns when  
10 they are delayed for some reason or another?

11 A. In the turns, I told you in the  
12 beginning there is no problem. In General By-Law No.  
13 3 you have in the last paragraph Article 12 you have  
14 an explanation about that.

15 Q. It never happened since you have been  
16 on duty that a pilot lost some turns?

17 A. No.

18 Q. When are the financial statements  
19 submitted to the pilots?

20 A. At the general meeting which is always  
21 held in December or January.

22 Q. Does every pilot receive a copy of it?

23 A. Yes.

24 Q. Aside from the group insurance do the  
25 pilots enjoy other benefits granted by the Corporation?

26 A. No.

27 Q. Mr. Marchand beforehand spoke about  
28 the average value of a movage within the year. Could  
29 you please explain to me how this computation is made?

30 A. Well, we are back to the turns in the





1 French

2 District in the year and we divide it by the number of  
3 pilots.

4 Q. By the number of pilots and not by  
5 the . . .

6 A. If you speak about monetary value  
7 then it is an entirely different thing. You divide  
8 the gross amount for the number of turns.

9 Q. How do you arrive at that amount?

10 A. We add up all the cheques received in  
11 the year less administration costs and then we divide  
12 it by the number of turns and then we have an average  
13 net value of turns.

14 Q. Have you established the administration  
15 costs of the Corporation of the Montreal Harbour for the  
16 year 1962?

17 A. Yes, the auditor always establishes  
18 a balance sheet.

19 Q. So I imagine that the pilots all  
20 share equally?

21 A. Yes, equally.

22 THE CHAIRMAN: Equally, independently from  
23 the number of months they have been on duty during the  
24 year.

25 THE WITNESS: Equally over the year. If  
26 there was ever a problem I don't recall.

27 MR. LALONDE: Do the pilots share equally  
28 independently from the number of turns accomplished?

29 THE WITNESS: They are all in the same average  
30 in the Montreal Harbour, yes.





1 French

2 Q. This is a question to be clarified  
3 legally, suppose a pilot is absent for two months,  
4 what happens?

5 THE WITNESS: He is compensated by the  
6 insurance, but insofar as the administration costs are  
7 concerned for the Corporation there is no trouble.

8 THE CHAIRMAN: If a pilot for one reason  
9 or another was absent, during the illness he should be  
10 paid it back by the Corporation because he will not  
11 receive any income from the Corporation.

12 THE WITNESS: In that case I think we have  
13 to have a legal adviser in order to find out exactly  
14 what would have to be done. It never happens.

15 MR. LALONDE: I would like to refer my  
16 colleague to Article 7 of By-Law No. 3 regarding  
17 the general distribution method of the common fund  
18 where it is provided with a maximum difference of three  
19 below they share.

20 MR. JACQUES: Q. Up to now, Mr. Saucier,  
21 the pilots have all shared equally in this common pool?

22 A. Yes.

23 Q. At the end of the year they all  
24 receive the same amount of money?

25 A. Yes.

26 Q. In the year 1961?

27 A. Yes.

28 Q. And in 1960?

29 A. The only difference when it was  
30 whenever there was a new arrival of a pilot.





1 French

2 Q. Could you explain that?

3 A. When it was in the year Mr. Scott  
4 arrived towards the end of the year -- we shared in his  
5 case. I think that the one to give the best position  
6 on that would be the auditor.

7 Q. Are the Montreal Harbour pilots paying  
8 into a pension fund?

9 A. No.

10 Q. No pension fund?

11 A. No.

12 Q. Do you know if certain of pilots have  
13 taken steps in order to establish an individual kind  
14 of pension fund?

15 A. Individually speaking I don't know,  
16 but as a group we have been studying that matter.

17 Q. Could you prepare a detail of the  
18 turns which have been allocated to Directors in the course  
19 of the last three years -- I suppose that the amount of  
20 \$7.50 which is allocated to the Directors would show  
21 on the balance sheet?

22 A. Yes.

23 THE CHAIRMAN: To the Directors and any  
24 other person?

25 THE WITNESS: Well, there might be a special  
26 case, somebody who did a special type of work.

27 THE CHAIRMAN: So this document will be  
28 Exhibit No. 801.

29  
30 ---EXHIBIT NO. 801: List of turns allocated to  
Directors in the last three  
years.







1 French

2 BY MR. LALONDE:

3 Q. If I am to understand from the witness  
4 this number of turns prepared is shown on the balance  
5 sheet?

6 A. No, not on the balance sheet, but I  
7 am asked to prepare a document so far as the amount of  
8 money is concerned.

9 Q. Ever since the establishment of the  
10 Corporation with the exception of a case of a pilot,  
11 for example, who would have been appointed during the  
12 year all the pilots reached the average number of turns  
13 within the year?

14 A. Yes.

15 Q. That is the reason why you share on  
16 an equal basis?

17 A. Yes.

18 MR. LALONDE: You will have certain documents  
19 to produce which have been asked for by my colleagues  
20 regarding this Corporation. Could I ask you to produce  
21 them on your next appearance which will be with the  
22 Montreal Pilots?

23 MR. BRISSET: Mr. Saucier, only one other  
24 question: The administration expenses are deducted before  
25 the final distribution of monies, distribution of  
26 net income?

27 THE WITNESS: Yes.

28 MR. BRISSET: So each pilot consequently  
29 shares equally in the expenses, whatever number of  
30 turns that may have been allocated in the course of a year?





1 French

2 THE WITNESS: You are asking me the same  
3 question so I am going to give you the same answer, the  
4 auditor will answer regarding this question. Naturally  
5 I don't want to speak about something I am not too sure  
6 about.

7 THE CHAIRMAN: Any further questions of Mr.  
8 Saucier? Thank you Mr. Saucier. We are going to  
9 have a short recess.

10 MR. LALONDE: Excuse me, my colleagues  
11 might want to look at the balance sheet. Perhaps  
12 we should have the balance sheet filed immediately by  
13 the auditor and we will have the recess to look at  
14 these documents and study these documents. I am going  
15 to file them myself.

16 THE CHAIRMAN: Agreed.

17 MR. LALONDE: I file this document as  
18 Exhibit 802: Corporation of the Montreal Harbour Pilots'  
19 financial statements to February 28th, 1961, to December  
20 31st, 1961 and to December 31st, 1962. The first balance  
21 sheet is starting at March 1st, 1960 to February 28th,  
22 1961.

23  
24 ---EXHIBIT: NO. 802: Corporation of the Montreal  
25 Harbour Pilots' financial  
26 statements to February 28th  
27 1961, to December 31st, 1961  
28 and to December 31st, 1962.  
29 The first balance sheet is  
30 starting at March 1st, 1960 to  
February 28th, 1961.

---A SHORT RECESS.





1 ---FOLLOWING THE SHORT RECESS:

2 French

3 JACQUES LAROSE, Sworn

4  
5 THE SECRETARY: Your name?

6 THE WITNESS: Jacques Larose.

7 THE SECRETARY: Occupation?

8 THE WITNESS: Chartered Accountant.

9  
10 DIRECT EXAMINATION BY MR. LALONDE:

11  
12 Q. Your age, please?

13 A. 32.

14 Q. You may sit down if you wish. By  
15 what firm are you employed?

16 A. I am employed by Provost and Lavoie,  
17 chartered accountants.

18 Q. Does your firm do the auditing of the  
19 books and the financial statements of the Corporation  
20 of the Montreal Harbour Pilots?

21 A. Yes.

22 Q. Would you explain to the Commission  
23 how you proceed to the checking of the financial statements  
24 of the Corporation?

25 A. Well, in some years we do certain types  
26 of checking whereas other years we do a detailed account-  
27 ing. This would be every two years.

28 Q. How do you proceed to do this checking,  
29 this detailed auditing? What do you mean by detailed  
30 auditing?





1 French

2 A. Detailed auditing consists of auditing,  
3 in fact, all the items which are important whether of  
4 assets, liabilities, expenditures or receipts -- auditing  
5 first all the amounts spent, all the cheques, endorsements  
6 on cheques, money to the bank, all the money of the  
7 Department, received in the Department and audited against  
8 invoices as well, the distribution going to each pilot  
9 in terms of the Pilotage Department.

10 Q. And your auditing by survey, how is  
11 this done?

12 A. Well, we check at the bank, the amounts  
13 which are confirmed as having been received and so on.

14 Q. Confirmed by who?

15 A. By the Department of Transport.

16 Q. Yes?

17 A. And then we check the items which  
18 are important, that is the monetary items, but we don't  
19 check for example the endorsements nor do we check  
20 whether the money went to such and such a pilot. We  
21 base ourselves on the amount spent.

22 Q. That is what you call checking by  
23 survey. Have you had any difficulty in obtaining  
24 information from the Secretary-Treasurer or anyone  
25 else in the Corporation?

26 A. No, we have had all the information  
27 we requested.

28 Q. Have you found any dishonesty or any-  
D2 29 thing wrong with the usage of the books?

30 A. No.







1 French

2 Q. According to your experience in other  
3 places how would you qualify the holdings, the maintain-  
4 ing of the books of your firm with the Corporation of the  
5 Montreal Harbour Pilots?

6 A. It is clear that the holding of the  
7 books isn't done by an expert but for the transactions  
8 of this Corporation the books are very well done.

9 Q. We take the balance sheet, December,  
10 1962, the year ending December, 1962 and I note that  
11 in liabilities a certain number of items entitled  
12 Balance of Previous Seasons to be Paid. Could you explain  
13 what is meant by these items?

14 A. Well, the sums from previous seasons  
15 due to be paid are amounts which were reserved for  
16 payments. The items you see here, for example, I take  
17 the expenditures of the Congress of the Guild, the  
18 previous year to be given to the Congress of the Guild,  
19 and the \$43-odd dollars are the item we received from  
20 the Guild. This is the difference between the expenditures  
21 of the pilots and the rest, so this was divided up  
22 subsequently among each pilot.

23 Q. So this was paid to the Corporation  
24 by the Guild?

25 A. Yes.

26 Q. The other item is what?

27 A. Well, this is \$15 -- this is the amount  
28 which the pilot wouldn't have already paid for the  
29 Corporation. If you see in the assets you will see this  
30 is in the previous year, the \$15 is in. The other amounts





1 French

2 are indicated.

3 Q. You have re-imbursable items? ?

4 A. This is the same thing as previously.

5 This is money we don't receive from the Department which  
6 was distributed under the item re-imbursable expenditures.

7 Q. Is this re-imbursable expenditures  
8 for what purpose, for trips or what pilots were supposed  
9 to do in 1959 and 1960 or what are these types of sums?

10 A. These are expenditures which the  
11 Department re-imbursed. I can't see here which year  
12 it was. These re-imbursable amount were expended,  
13 re-imbursed by the Department.

14 Q. This item called pooling, \$1,950 . . .

15 A. These are persons who have not yet  
16 received from the Department -- these are also included  
17 in these amounts which is, in fact, supposed to be for  
18 1963 -- this is pooling of the amounts which were put  
19 in the common fund or distributed equally amongst all  
20 the pilots.

21 Q. This \$1,950.03, is this the amount  
22 that is to be deducted or included in the \$7,000-odd  
23 of accounts receivable?

24 A. Part only, part from the previous  
25 season. This is pooling from the previous seasons, for  
26 these collective previous seasons we were supposed to  
27 receive . . . (THE INTERPRETER: He mentions an  
28 amount.) . . . part of which is included in the pooling.

29 Q. Well, this is what?

30 A. Another part not received during the





1 French

2 season 1962 from the Department, distribution of the  
3 money received, to be distributed towards the 31st of  
4 December, 1962. It hasn't yet been distributed.

5 Q. If I understand properly this is  
6 money that was received during 1962?

7 A. Yes.

8 Q. Which has not yet been distributed  
9 to the pilots?

10 A. Yes.

11 Q. I see here amounts of net pooling,  
12 \$12,000-odd -- this is under pooling, seven zero three?

13 A. Nineteen fifty, from the period previous  
14 to 1962 whereas the other deals only with 1962, the  
15 pooling, that is.

16 Q. I see in the amounts of expenditures  
17 we have the receipts for amounts expended -- there is a  
18 general item payments made for the previous seasons and  
19 if we take the payments to the Secretary, to the  
20 Federation; to the Guild, legal costs and so on, and  
21 another general item, payment made for the season 1962,  
22 I see insurance, Guild, Federation, detention and  
23 pooling -- would you explain these two categories,  
24 these two general categories?

25 A. Well, this was receipts and amounts  
26 expended, so in 1962 we paid things which belonged  
27 to the previous season, the season 1960, 1961. I have  
28 separated here the amounts that were to be paid for  
29 the previous season, and that has been actually for  
30 the period 1962.





1 French

2 Q. For example I see the item ~~salary~~ income.

3 A. This is for 1961, and it was paid  
4 in 1962.

5 Q. This is for the Federation?

6 A. You have here the same thing.

7 Q. If I understand properly these are  
8 amounts received from the year 1961 which weren't paid  
9 during that year?

10 A. Yes.

11 Q. And then the next pooling we have  
12 all the revenues here, the amounts sent to the bank?

13 A. Yes.

14 Q. This amount was payable at the end  
15 of 1962 and it was paid by the end of 1962?

16 A. Yes.

17 MR. LALONDE: Thank you.

18  
19 CROSS-EXAMINATION BY MR. BRISSET:

20  
21 Q. Mr. Larose, you have financial  
22 statements as Exhibit 802. Referring to the first,  
23 the balance sheet, 31st December, 1962, would you please  
24 tell me if in this case you proceeded by survey or  
25 complete auditing, checking?  
26  
27 -----  
28  
29  
30







R/RPS

- 1 French
- 2 A. I think it was detailed on checking.
- 3 Q. Now let us come on to the balance
- 4 sheet 31st December 1961. May I take it for granted
- 5 that all that is involved here is survey because the
- 6 two years had not gone by?
- 7 A. Yes.
- 8 Q. Now for the financial statement
- 9 31st December 1962 may I take it for granted that
- 10 what is involved here is a total audit?
- 11 A. Yes.
- 12 Q. Would you now like to refer to the
- 13 financial statement of the 31st December 1962, to Exhibit
- 14 B which is here and which states: receipts and
- 15 expenditures for the year ended 31st December 1962.
- 16 Would you please refer now to the item entitled "Payments
- 17 made for Previous Seasons". The first item reads as
- 18 follows: Secretary, \$133. Am I to understand that
- 19 this means expenditures in the year 1962 but which deal
- 20 with services rendered before 1962?
- 21 A. Well this is an expenditure made in
- 22 1962 but for the services rendered in 1961.
- 23 Q. In 1961?
- 24 A. Yes.
- 25 Q. Let us now go on to the next item,
- 26 Federations and Guilds, \$2,000. What is involved here
- 27 again is an amount expended in 1962?
- 28 A. For an expenditure.
- 29 Q. Made when?
- 30 A. In 1961. It was taken, in fact, from





1 French

2 the income of the pilots in 1961.

3 Q. Let us now go on to the next item,  
4 \$600 legal costs. Here again it's an item expended in  
5 1962 for services rendered ---

6 A. In 1961.

7 Q. 1961?

8 A. Yes.

9 Q. I come now to the following item:  
10 detention \$426. Is this an expenditure made in relation  
11 to detention costs of pilots before the end of  
12 the financial year 1962?

13 A. It was in fact made in 1961 but paid  
14 in 1962.

15 Q. This amount of detention is paid to  
16 the pilots concerned and not put in the common fund  
17 for general distribution?

18 A. This is paid to the pilots who made  
19 the detention.

20 Q. Let us now go on to the next item:  
21 free movages \$2,416. Would you please explain this  
22 item?

23 A. These are trips made by the pilots,  
24 made by a pilot not belonging to the Corporation. Perhaps  
25 a pilot who was not within the Corporation and well  
26 this is still paid by the Corporation so these amounts  
27 are divided up among the pilots.

28 Q. In other words, if it's a trip made,  
29 for instance, without a pilot. Whereas, the expenditures  
30 of pilotage are still payable inasmuch as there is an





1 French

2 obligation to pay pilotage fees even if the service  
3 of a pilot is not used?

4 A. Yes.

5 Q. And this amount of \$2,416 is distributed  
6 among all the pilots working in the District in the  
7 year concerned?

8 A. Yes.

9 Q. Now let us come to the last item  
10 under this item which reads as follows: Net pooling  
11 \$13,000-odd dollars. Would you please tell me what  
12 this item means?

13 A. This item represents a common fund  
14 which has been expended and paid to the pilots in 1962  
15 but it was payable at the end of the season of the year  
16 1961.

17 Q. In other words, this item which  
18 represented the pilotage dues earned in 1961 was  
19 distributed to pilots of the District in the year 1962?

20 A. Yes.

21 Q. Further, in addition to the participation  
22 in the common fund in relation to pilotage dues in 1962?

23 A. I don't understand your question.

24 Q. This amount of \$13,000-odd was paid.  
25 It was divided among the pilots of the District and  
26 it was paid to them in 1962?

27 A. Yes.

28 Q. In addition, of course, to what was  
29 paid to them from the common fund and in regard to  
30 pilotage dues earned in 1962?





1 French

2 A. The pilotage dues are paid in 1962.  
3 They are included in the following item which is made  
4 for 1962, the \$13,000 included into the amount which  
5 is payable at the end of 1961 as pooling in the common  
6 fund.

7 Q. In other words, to determine what  
8 was in fact the pay of the pilot in 1961, we will have  
9 to add to the figures which appear on the balance sheet  
10 of the year 1961, this amount of \$13,000-odd?

11 A. Well now here we have an appendix  
12 which determines the salary of the pilot, including  
13 what the Department owes to us, coming by the total  
14 overall gross amount of money receivable from the  
15 Department and all that should be divided up among  
16 the pilot, including in Item C part of which was payable  
17 -- it was paid in the year and another part was paid  
18 in the following year.

19 Q. Now I come to the following item:  
20 payments made for 1962 season and in the first item  
21 it is the insurance item \$1,442.88. Have you examined  
22 the insurance policy concerned?

23 A. I studied the accounts of the insurance  
24 policy but not the items involved themselves.

25 Q. The premium charged was it a fixed  
26 premium or was it variable according to factors such  
27 as the income of the pilots in the District?

28 A. Can you please repeat your question?

29 Q. The premium charged for the insurance,  
30 was it a premium which was fixed or did it vary according







1 French

2 to certain factors such as, for example, the receipts  
3 of the Corporation during the year involved?

4 A. This has no relationship to the amount  
5 brought in by the Corporation.

6 Q. In other words it is not a premium  
7 which is definitively fixed according to the eventual  
8 amount of income of the District ?

9 A. Well it would.

10 Q. Do you know what are the benefits  
11 afforded by the insurance in regard to this sum of  
12 \$1,442.88?

13 A. I don't know.

14 Q. Your lordship I think it might be  
15 important if we were to indicate the benefits afforded  
16 by the insurance.

17 MR. LALONDE: Mr. Saucier will take the  
18 stand again for the convenience of my colleague.

19 THE CHAIRMAN: Mr. Saucier will give you  
20 this information.

21 Q. Now I would like to refer you to  
22 Exhibit C of the same financial statement for the year  
23 1962 and I note it has over there a note which reads  
24 as follows, regarding the expenditures of the Corporation  
25 of that year: cost per pilot \$588. Am I to understand  
26 that this figure represents the participation of each  
27 pilot? That is, of the 16 pilots of the District in  
28 the administration expenses of the Corporation for the  
29 year?

30 A. Yes.





1 French

2 Q. Now this figure of \$588 per pilot has  
3 been established by you without taking into account, if  
4 I understand properly, the expenses made during the  
5 year regarding services rendered during preceding years?

6 A. No. This \$588 includes only the  
7 expenses which exclude the year 1962.

8 Q. If you want to do so, I would like  
9 you to start to make a computation with me and please  
10 take your pencil and a piece of paper. You have under  
11 the heading "administration expenses" for the year 1962  
12 a total of \$5,657.29. Now if you come on to the next  
13 heading regarding items of proceeding figures, I would  
14 like you to write down what is also expenses. First,  
15 Secretary \$133.80. Federation and Guild \$2,000.  
16 Legal fees \$600. Now if we go to the next heading:  
17 payments made in 1962 for the 1962 season: insurance,  
18 \$7,442.88. Guild, \$1,200. Federation \$2,000, could  
19 you please now give me the total of the items that you  
20 have written on your sheet of paper?

21 A. \$19,033.19.

22 Q. Now in order to determine what has  
23 been the share of each pilot in these expenses, naturally  
24 we will have to divide that figure by 16. Is that a  
25 fact?

26 A. Yes, but in fact you take \$6,208.01  
27 as a total of expenses for the year 1962 and this does  
28 not include, naturally neither the Federation nor the  
29 Guild which represents \$3,200.

30 Q. In other words, when you established





1 French

2 \$588 as the share of each pilot in the administration  
3 cost, you do not include, in the first place, the  
4 contribution to the Federation or Guild. In the second  
5 place the insurance cost and their expenses covering  
6 services rendered during the preceding years?

7 A. Yes, that is correct.

8 Q. If you include these three items,  
9 you reach a figure per pilot which would be \$1,400?

10 A. Yes. In fact, the cost per pilot of  
11 \$588 represents the administration cost for the year  
12 1962.

13 Q. Excluding however ---

14 A. The Federation, the Guild and the  
15 insurance which are personal to the pilot because if  
16 the pilot had less turns, if the average of turns is  
17 100 and a pilot gets 80, he will pay the contribution  
18 to the Federation and his contribution to the insurance  
19 to the full amount less the expenses incurred for  
20 administration because he is going to pay these expenses  
21 according to the number of turns he has done and  
22 prorated. These expenses are separated from the  
23 administration expenses.

24 Q. In that regard could you please explain  
25 to us how the distribution is accomplished at the end  
26 of the year in order to determine the net share of  
27 each pilot of the pilotage earnings for the current  
28 year?

29 A. Concerning pilots or monetary-wise?

30 Q. As regards eventual results?





1 French

2           A.     Here we calculate all the monies we  
3 have received from the D.O.T. and we add to that the  
4 accounts receivable from the D.O.T. which are not paid  
5 as yet. From that item we deduct all the detentions  
6 or earnings which can be directed, excluded to one given  
7 pilot and from that we have the gross earnings of the  
8 pool. This is the money that has to be distributed to  
9 the pilots; that is according to the number of turns  
10 accomplished by a pilot. Out of that amount we deduct  
11 all the expenses incurred as an administration cost  
12 and it is from that amount that we deduct in fact,  
13 and here I must say that in my report the Federation  
14 and the Guild have been included in those expenses for  
15 the year because everybody was on the average. All the  
16 expenses being deducted were divided; the amount of the  
17 net revenue, according to the number of turns accomplished  
18 by the pilot for that year and as each and every one  
19 had done his turn equally, it was divided equally by the  
20 number of pilots but in general we divide by the number  
21 of turns accomplished by the pilot.

22           Q.     There is a point further which is  
23 not very clear to my mind. If, after having deducted  
24 from gross revenue the total amount of the expenses,  
25 how then do you proceed to allocate to the pilot who  
26 will not have accomplished the required number of turns  
27 a kind of return on administration costs which would  
28 correspond to the turns he has not accomplished?

29           A.     In fact by division of the net amount  
30 this is done automatically because we calculate -- that







1 French

2 is to say the amount of expenses is for global or total  
3 number of turns but, for example, if one accomplished  
4 80 turns out of a hundred, he automatically will pay  
5 80 per cent of the administration costs. This is  
6 automatic. It cannot be otherwise. He has no money  
7 to receive.

8 Q. In other words, in order to give you  
9 a precise example let us imagine that the net income  
10 allows for distribution of \$10,000 to each pilot who  
11 has accomplished his complete turns and that amongst  
12 the 16 pilots there is one of them who accomplished only  
13 half the turns. He will receive only \$5,000?

14 A. Yes.

15 Q. And due to the fact that he receives  
16 only \$5,000, you told us that he contributes only  
17 to the ratio of 50 per cent of the expenses of the  
18 Corporation?

19 A. Yes.

20 THE CHAIRMAN: Is that calculated effectively  
21 thus or not by having the net income and dividing by  
22 the number of turns in order to get the net value of a  
23 turn and by multiplying for each pilot the number of  
24 turns that they accomplished and this indicates the  
25 income of the pilots?

26 THE WITNESS: Yes. When the share is equal,  
27 when the pilots have accomplished the required number  
28 of turns, this is how we proceed.

29 Q. Further regarding the contribution  
30 to the Federation and the Guild, the pilots who will have





1 French

2 accomplished only 50 per cent of the turns will have to  
3 pay complete contribution.

4 A. If he is not exempted by the  
5 Federation.

6 Q. Now Mr. Larose preceding witnesses,  
7 or one of the other witnesses have told us that in the  
8 case of extraordinary expenses, or special expenses  
9 regarding stoppages of work, more specifically with the  
10 stoppage of work of April 1962, these special expenses  
11 are deducted or paid with the common pool. Are you in  
12 a position, looking at the financial statement of 1962  
13 which has been prepared after a complete audit what  
14 item would have to do with these special expenses  
15 brought about by the stoppage of work of 1962?

16 A. Well I could tell you according to  
17 my files but the item is not set aside because the  
18 amount is so small that it would not be worth it to  
19 establish a special section but according to my files  
20 I can tell you under what heading it is included.

21 Q. Could you please tell me under what  
22 heading this item is included or entered?

23 A. Naturally the legal fees for that  
24 stoppage of work, naturally the funds have been included  
25 in the entry "legal fees".

26 Q. This would not be included in the  
27 Christmas gift, that item would it? This could be  
28 included in sundry expenses?

29 MR. LALONDE: Your lordship I am forced to re-  
30 tract my evidence. It seems there were no legal fees





1 French

2 that have been charged for that because it seems that  
3 everything has been paid by the Federation but naturally  
4 I would have to check my accounts on that matter.

5 Q. Mr. Larose I would not like to delay  
6 the Commission.

7 A. Well this was under the heading  
8 Expenses for the Winter Convention.

9 Q. Now I would like to refer you again  
10 to Exhibit C attached to your financial statement for  
11 the fiscal year 1962 and I notice therein the presence  
12 of another comment: net income per pilot \$11,588.89.

13 Am I to understand from that that by determining this  
14 net income the item for insurance has not been taken  
15 into account?

16 A. No, the insurance is not taken into  
17 account.

18 Q. Would that mean then that if the  
19 cost of insurance per pilot was taken into account as  
20 being part of his net income, you would have to add  
21 an amount which would be determined by dividing \$7,442.88  
22 by 16?

23 A. We would have to deduct it by that  
24 because his net income is \$11,588 but there were \$7,442.88  
25 expenses so this would have to be deducted from his  
26 income so the net income then would be lesser by  
27 \$600 approximately.

28 Q. Approximately \$475?

29 A. Well not too far from \$500.  
30 \$7,442.88 divided by 16 gives us approximately \$475.





1 French

2 THE CHAIRMAN: You said beforehand that in  
3 order to calculate the annual income you take into  
4 account the accounts sent but not paid. By that would  
5 you mean that the amounts were already collected by  
6 the D.O.T. but had not been paid to you yet?

7 THE WITNESS: In the computation for the  
8 revenue of the pilots all accounts which are still  
9 receivable from the D.O.T. are included as receivable  
10 accounts.

11 THE CHAIRMAN: Naturally you cannot  
12 distribute money if you do not have money on hand?

13 THE WITNESS: No, so we wait to receive  
14 that money before we proceed to the distribution.

15 THE CHAIRMAN: So what would happen if there  
16 is, say, a bad debt?

17 THE WITNESS: Well the assets and liabilities  
18 would cancel automatically because we have an accounts  
19 receivable for the same amount.

20 THE CHAIRMAN: Did you have any bad debts  
21 up to now?

22 THE WITNESS: Yes.

23 THE CHAIRMAN: And this is the procedure  
24 that was followed?

25 THE WITNESS: Yes.

26 Q. Adding to that matter Mr. Larose,  
27 the accounts receivable at the end of 1962 were  
28 \$6,756.50 and this is included in the net income per  
29 pilot of \$11,588?

30 A. Yes.







1 French

2 THE CHAIRMAN: I suppose naturally you are  
3 going to take into account the fact that these accounts  
4 receivable belong only to one group of pilots and do  
5 not belong to the new group or do you take care of that  
6 later on?

7 THE WITNESS: Yes. We have a list stating  
8 that such and such a pilot has received such an amount,  
9 and the amount receivables are paid to the pilots.

10 THE CHAIRMAN: If there was a bad debt, that  
11 is written off at one point. The pilots who had the  
12 right to receive them are going to lose them and not  
13 the new pilots?

14 THE WITNESS: Yes. The new ones in the  
15 Corporation, they won't be affected by that at all.

16  
17 RE-DIRECT EXAMINATION BY MR. LALONDE:

18  
19 Q. Mr. Larose my colleague asked you  
20 a question regarding the net income appearing in your  
21 balance sheet for 1962 to the amount of \$11,588 and  
22 you said that you had to deduct insofar as the insurance  
23 costs which were around \$500?

24 A. Yes.

25 Q. Do you think that a contribution cost  
26 to the Federation and Guild are already deducted from  
27 this \$11,000-odd dollars?

28 A. Yes.  
29  
30





1 RE-CROSS EXAMINATION BY MR. BRISSET:

2 French

3 Q. In this net income of pilots Mr.  
4 Larose, the monies payable directly to the pilots,  
5 are they taken into account, these amounts which do  
6 not fall into any pool?

7 A. Yes. At the beginning you have the  
8 net income. You have to calculate the division, that  
9 is where the amount was payable directly to the pilot.

10 Q. So this figure of \$11,588.89 does  
11 not include the pilotage dues that certain pilots can  
12 have earned personally and which do not or are not  
13 paid to the common pool?

14 A. No. This is not included in the  
15 \$11,588.89.

16 Q. This covers the detentions, cancell-  
17 ations and whatever other type of dues that may be  
18 paid directly to the pilot?

19 A. Yes.

20 Q. In cases in preceding years when there  
21 were expenses for travelling paid to the pilot, was  
22 that under the common pool or was that payable directly  
23 to each pilot?

24 A. In fact, if my memory serves me  
25 right, the expense reimburseable were divided between  
26 pilots on an equal basis.

27 Q. So in the cases where there were  
28 allowances for travelling expenses, this fell within  
29 the common pool in fact?

30 A. Yes.





1 CROSS-EXAMINATION BY MR. JACQUES:

2 French

3  
4 Q. I only have one question to ask you  
5 until I have had the opportunity of looking through  
6 your financial statements. What type of voucher do  
7 you require for the expenses of the directors when you  
8 establish a detailed audit of the financial statements?

9 A. During a few years there were no  
10 vouchers that were asked for but now we have this  
11 system, standardized voucher system.

12 Q. I show you Exhibit 799. Would that  
13 be the voucher to which you referred?

14 A. Yes. This is the voucher we were  
15 referring to.

16 Q. But on these expense details you  
17 show an account for example for hotel X at Y location  
18 at \$500? Will you be satisfied with that or are you  
19 going to ask for a receipt for the hotel?  
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A. Well, the receipt of the hotel is to be annexed with the form, but sometimes it happens that the bill isn't there, but most of the time they want the bill of the hotel. Naturally on a small item, \$3 or \$4 we don't demand the bill.

Q. Do you control the nature of the expenditures?

A. What do you mean exactly by that question?

Q. Well, let us say you have an item restaurant, \$100, are you going to check the nature of the expense?

A. Well, this is an important amount and for any important amount we will check the nature of the expense.

Q. In every case is there a resolution of the Board of Directors approving the expense incurred?

A. Yes, but with the existence of vouchers such as this one, the minutes give all the expenses that have been paid to the Directors and each have been approved at the meeting of the Directors.

MR. JACQUES: Thank you.

THE CHAIRMAN: Any further questions to be asked of Mr. Larose?

MR. BRISSET: Your lordship, there are a few questions coming to my mind, but not to protract this too much, if I had an opportunity upon adjournment to discuss them directly with Mr. Larose perhaps it would avoid asking many futile questions.

THE CHAIRMAN: We stand adjourned.







1 French

2 THE CHAIRMAN: We stand adjourned until  
3 2:30 and at 2:30 you may go on asking your questions.

4

5 ---LUNCHEON ADJOURNMENT.

6

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PB/RPS 1 French

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3 ---UPON RESUMING AT 2:30 P.M.

4 CONTINUATION OF CROSS-EXAMINATION BY MR. BRISSET:

5 Q. Mr. Larose, referring to the financial  
6 statement for the fiscal year ending December 31st, 1961,  
7 schedule C, I notice that the accounts receivable  
8 recording unpaid pilotage dues totalled at that time  
9 \$13,627?

10 A. Yes.

11 Q. Referring to the financial statement  
12 for the fiscal year 1962 in Exhibit B I notice that  
13 there is received in the course of the year the amount  
14 of \$13,546 regarding accounts receivable leaving an  
15 uncollected amount of \$81. That is correct?

16 A. This amount of \$81 wasn't collected  
17 at the end of December, 1962 and it is included in  
18 Exhibit A, previous season, \$648 so that that amount  
19 of \$81 was included therein.

20 Q. According to your own experience  
21 resulting from the revision of the books of the  
22 Corporation is it a fact that the unpaid pilotage dues,  
23 uncollected pilotage dues include amounts that would  
24 be qualified as not negligible?

25 A. Yes, insofar as the Harbour is  
26 concerned these amounts aren't too high as compared  
27 to the entries that have been made.

28 Q. In other words it seems to be only a  
29 few dollars every year?

30 A. Yes.





1 French

2 Q. The balance sheet for the year 1962,  
3 I notice uncollected dues for that year totalled \$676.56,  
4 Exhibit A. Is it a fact to say it is quite normal  
5 that for example, accounts, the bills sent in December  
6 are only paid in January and this would explain the  
7 reasons for these amounts indicated as being the amounts  
8 of dues uncollected?

9 A. Yes.

10 Q. Another question that has been clarified  
11 Mr. Larose, with you during the adjournment, I understood  
12 from you, and let me lead you a bit, that before the  
13 year 1961 the custom of the Corporation of the Montreal  
14 Harbour Pilots, before 1962 was their custom not to  
15 include in the common pool the dues paid by the vessels  
16 who didn't hire a pilot but just the same paid for  
17 pilotage dues.

18 A. You are talking about free moves. This  
19 is under a By-Law that has been adopted by the Directors  
20 to the effect that they wanted to pay for the free  
21 movages with a fund that had been set aside for that  
22 fact, but this had occurred only from the year 1961.

23 Q. I would like to refer you to Schedule  
24 C for the fiscal year ending December 31st, 1961 and  
25 under that entry there is an amount of \$8,188 for  
26 free moves. I think this amount has been distributed  
27 to all the pilots of the District but outside from  
28 the common pool?

29 A. Yes.

30 Q. The same thing applies in 1962 and I





1 French  
2 refer you to Exhibit A which has been distributed -- I  
3 am sorry, Exhibit B, pilots of the District were  
4 distributed the amount of \$2,496 representing pilotage  
5 dues regarding ships who didn't hire pilots before  
6 December, 1962.

7 A. Yes, but this \$2,496 is, in fact,  
8 included in the \$8,000 you have in 1961. The \$2,490  
9 represents the amount that we didn't collect from the  
10 D.O.T. at December 31st, 1961 and which was received  
11 in 1962 and this was included in the amount of \$8,000.

12 Q. In fact by computing the amounts  
13 collected by the pilots in 1962 resulting from their  
14 work in the preceding year we would have to add to  
15 this amount \$11,588.89, the amount equivalent to the  
16 \$2,496 and divide that by 16?

17 A. Collected but not earned, that is?

18 Q. Yes, collected but earned in the  
19 previous year. Now, according to the analysis of the  
20 books of the Corporation would you be in a position  
21 to confirm that the pilotage dues collected by the  
22 Corporation regarding vessels not having pilots were  
23 dues collected from lakers and not from ocean-going  
24 vessels?

25 A. No, I am not in a position to  
26 enlighten you on that point.

27 Q. Perhaps this information could be  
28 given by the Corporation itself because I understand,  
29 in fact, these are only lakers and not ocean-going  
30 vessels, the free movages, those are only lakers.







1 French

2 MR. LALONDE: Both, it seems.

3 MR. BRISSET: Are you in a position to give  
4 us a ratio?

5 MR. LALONDE: I would have to ask the  
6 Secretary of the Corporation of the Pilotage Authority  
7 who have the pilots' source forms in each case...

nglish 8 MR. JACQUES: For 1962 I have the figures  
9 before me. There are 291 card counts for movages  
10 without pilots for a total of \$7,476.50. I didn't  
11 inquire from the Department whether they separate the  
12 cards for lakers or deep-sea ships. I don't know.

13 THE CHAIRMAN: I doubt very much if such  
14 a distinction were made. If you think such an inter-  
15 pretation is useful we may request that. It could be  
16 put at the disposal of the Commission if you want.

17 MR. BRISSET: I think the information would  
18 be useful and should be in the record.

19 THE CHAIRMAN: It would be useful. We  
20 will have this.

21 MR. JACQUES: I am advised by the legal  
22 adviser to the Department it could fairly easily be  
23 done by rerunning all the cards, so shall we do that?

24 THE CHAIRMAN: Only for this Corporation  
25 and since 1958 -- five years?

26 MR. BRISSET: Yes, perhaps 1959, since  
27 the Seaway.

28 THE CHAIRMAN: 1959.

29 MR. JACQUES: 1959, 1960, 1961 and 1962.

30 We will go as far as we can.





1 English

2 THE CHAIRMAN: Yes, and include 1963.

3 MR. JACQUES: Yes, my lord.

4 THE CHAIRMAN: By that time you will have all  
5 the information.

6 MR. JACQUES: Could you give it a number  
7 now?

8 THE SECRETARY: 803.

9 MR. JACQUES: Exhibit 803. Could you describe  
10 the exhibit?

11 MR. BRISSET: A statement showing the  
12 pilotage dues paid during the years 1959, 1960, 1961,  
13 1962 and 1963 by vessels not utilizing the service of  
14 pilots and segregating ocean vessels from lake ships.

15 MR. LALONDE: They should be careful in  
16 this to not include movages which might have been done  
17 by River pilots which as I understand it are paid to  
18 the Harbour pilots. This should be only movages.

19 MR. BRISSET: Without pilots.

20 MR. LALONDE: Whether River or Harbour pilots.  
21 If we are going to do this I would like to have the  
22 details where they moved from. I don't care for the  
23 other information, if the cards have that information.  
24 I want to know where they moved from. I know in a  
25 lot of instances they just moved across the basin,  
26 three or four hundred feet. You might have this included.

27 THE CHAIRMAN: I would suggest at recess  
28 time that the counsel get together in order to find out  
29 exactly what kind of information we are going to have.  
30 If you don't agree -- a list could be made, the name of





1 English  
2 the ship, date, detail of the movage, work done, and if  
3 you want to have an analysis this will necessarily mean . . .

4 MR. JACQUES: By Wednesday I should be  
5 supplied with detailed statements of all available  
6 data on the I.B.M. cards in Ottawa, so perhaps we  
7 might hold this in abeyance until Wednesday when we  
8 will know exactly what we can get from a rerun of the  
9 cards.

10 MR. LALONDE: I am afraid the I.B.M. cards  
11 will not tell you to and from where they moved. If  
12 the other information is going in I would like that filed  
13 too.

14 THE CHAIRMAN: We will wait to see what  
15 information we have on the I.B.M. cards and we will  
16 decide on Wednesday what is going to be exactly Exhibit  
17 803.

18 MR. LALONDE: Do I understand there are  
19 no further questions of this witness? I have one  
20 question.

21 ---EXHIBIT NO. 803:

Statement showing the pilotage  
dues paid during the years 1960,  
1959, 1961, 1962 and 1963 by vess  
utilizing the service of pilots  
and segregating  
ocean vessels from  
lake ships.

22 RE-DIRECT EXAMINATION BY MR. LALONDE:

French

(THROUGH THE INTERPRETER.)

23  
24  
25 Q. When you calculate free moves does  
26 that include only all vessels without pilots or does  
27 it include the earnings or income which would come  
28 from cases where a River pilot, you know what I mean,  
29 that is a pilot from Three Rivers to Montreal would  
30 have made a movage in the Harbour and as you know this





1 French

2 money is paid to the Corporation of Montreal Harbour  
3 Pilots or is that money included in the item free moves  
4 or shown under another item?

5 A. There is no other item.

6 Q. Am I to conclude from that it is  
7 included in the free moves?

8 A. All the vessels who didn't have  
9 Montreal Harbour Pilots who have moved the vessels --  
10 when it is not a pilot of Montreal Harbour that moves  
11 the vessel it falls under free move.

12 Q. In that case if you have a pilot from  
13 Three Rivers to Montreal who is called up to St. Lambert  
14 under the pretext that the vessel is to go to Three  
15 Rivers and it changes its mind and comes to Montreal  
16 Harbour this move by the River pilot would be entered  
17 as a free move?

18 A. Well, I can't tell you exactly because  
19 that year it was a kind of service that was being  
20 done in 1961. Upon the examination of these free  
21 moves they included the vessels where the Montreal  
22 Harbour Pilots weren't performing the work.

23 Q. In 1962 you made a detailed examination?

24 A. Yes.

25 Q. Were there any such free moves?

26 A. They are included in the total income.  
27 There is no separation or segregation that is being  
28 made of the income from free moves.

29 Q. In other words you had no other  
30 items aside from free moves in which to enter a move made







1 French

2 by a River pilot?

3 A. No.

4 Q. Insofar as 1962 is concerned the  
5 net income included the amount of \$11,588 -- would you  
6 have to add to that amount the free moves collected  
7 during 1962, that is around \$2,000. Would we have  
8 to add that to the income?

9 A. In 1962 in fact this \$11,588 is  
10 everything, everything except detentions.

11 Q. So free moves are included in this  
12 \$11,588?

13 A. Yes, for the year 1962.

14 Q. In the free moves for 1961 collected  
15 in 1962, were they entered?

16 A. In the income for the year 1961 .

17 MR. LALONDE: Thank you. Mr. Jacques  
18 Saucier.

19  
20 JACQUES SAUCIER, Recalled

21  
22 MR. LALONDE: Your witness, Mr. Brisset.

23  
24 CROSS-EXAMINATION BY MR. BRISSET:

25 Q. Mr. Saucier, are you in a position  
26 this afternoon to give us a few details concerning the  
27 facts and the payments of the group insurance policy  
28 by the pilots of the Montreal District?

29 A. Yes, and I must thank you for giving  
30 us this opportunity. The pilots have three different





1 French

2 insurance plans. The first one is a life insurance  
3 policy of \$10,000, \$20,000 of double indemnity in the  
4 case of accidental death and \$10,000 for loss of limb.  
5 This insurance policy has a premium annually of \$99.  
6 Everybody is admitted to the policy without any prev-  
7 ious medical examination.

8           The second plan is a hospitalization plan.  
9 I would like to take advantage of this opportunity in  
10 order to rectify the evidence I gave this morning. I  
11 answered you that the pilots are paying the same premium,  
12 but under the plan of hospitalization which includes  
13 a plan for the family as well as the pilot one who is  
14 not married doesn't have the same premium. This  
15 hospitalization gives the following benefits: a pilot  
16 if he is sick, if he goes to the hospital, medical costs,  
17 surgical costs and drugs -- all the accounts for the year,  
18 it pays 80 per cent of all these expenses for himself,  
19 his wife and five or six children and the same premium  
20 is paid. There is a deductible amount of \$25, not  
21 per claim, per year and per person with a maximum of  
22 \$100 for the year. As

23           As an example of that let us say a pilot  
24 is married and has three children which makes five  
25 people in the family and he claims for hospitalization  
26 for his whole family, so he will pay \$100 deductible  
27 every year, \$25 per person -- after they reach \$100  
28 there is no longer this amount deductible. If during  
29 the year he receives accounts totalling \$1,000 the  
30 company for one case is going to deduct \$25, the first





1 French

2 \$25 then the company will pay 80 per cent of all the  
3 accounts. If he falls sick again whether it is a  
4 recurrence of the same illness or something else once  
5 again he will have 80 per cent of the payment of the  
6 accounts. This premium costs \$172.42 for the pilot,  
7 his wife and whole family and \$58.75 for the unmarried  
8 pilot, with the same advantages, of course.

9           The third plan is a wage plan. This is  
10 a wage plan as following: if the pilot cannot pilot  
11 or perform his duty on account of incapacity or illness  
12 after the seventh day at home it pays him \$200 per  
13 month. If it is due to an accident on the first day  
14 of the accident \$200 a month are paid. It is paid until  
15 he reaches age 65 if he is an invalid until the age  
16 of 65 and to life if he is involved in an accident.  
17 That is the first advantage. The second advantage is  
18 that this plan is not, can't be cancelled. Perhaps  
19 the company doesn't like that too much, but naturally  
20 we can cancel the plan any time we wish. It is the  
21 only insurance policy -- I don't want to get any  
22 publicity, but this is the only company that gives an  
23 insurance policy, group insurance policy which cannot  
24 be cancelled. In other words the pilot may not be  
25 confined to his home, he can go out and so forth if he  
26 is sick, and just the same the company will pay the  
27 \$200 a month.

28           The other advantage, sensational advantage is  
29 if the pilot's licence is cancelled for reasons of  
30 illness, naturally, this company authorizes the pilot





1 French

2 to work elsewhere in an entirely different field so  
3 long as the pilot will not earn more than \$5,000.

4 If he works in another field, another trade and doesn't  
5 earn more than \$5,000 the company will go on paying  
6 him the \$200 aside from his \$5,000 he is earning, if  
7 he loses his licence on account of his health. This  
8 is the main information I can give you. The premium  
9 costs \$296.30 per year.

10 The plan was enforced at the annual meeting  
11 ever since 1960 and has been improved upon ever since  
12 1962 when this plan was taken upon the request of the  
13 pilots.

14 Q. Could I ask you for the name of the  
15 company?

16 A. It is Canada Premier Life.

17 Q. In the case of payments or benefits  
18 in the case of illness I notice, Mr. Barose that the  
19 premium may vary -- I am sorry, Mr. Saucier, the  
20 premium may vary according to the conditions of family?

21 A. Yes.

22 Q. I am led to understand the sum total  
23 premium for the 16 pilots is paid out of the funds of  
24 the Corporation?

25 A. No, this is the correction I wanted  
26 to make in my evidence of this morning and I didn't  
27 go on. That is to say that the amount of an unmarried  
28 pilot is less than that for a family man, naturally.  
29 The unmarried pilot pays only \$58. If there is only  
30 one unmarried pilot in the group, will he will pay only







1 French

2 \$58 instead of \$170 like is the case for married men.

3 Q. In the balance sheet of the Corporation  
4 for the year 1962 on the administration costs there  
5 has been an amount in of \$3,442 as the insurance premium  
6 for the insurance policy you just mentioned. This insurance  
7 ~~premium~~ which includes a part of the premium regarding  
8 the medical benefits is entirely charged to the common  
9 pool?

10 A. Yes, this common pool finances the  
11 premium as I said this morning and at the end of the  
12 year the pilot is charged only his personal premium, and  
13 that is the difference between the unmarried and the  
14 married pilot.

15 Q. Where ~~it is~~ shown in the books where  
16 the balance sheet of the Corporation has included  
17 a rebate of part of the premium regarding those who  
18 have a family and in consequence must pay a larger  
19 premium regarding the medical benefits?

20 A. Well, they don't give a rebate. Every  
21 year we send the pilot form, T-4 that shows the exact  
22 amount of his charge so the unmarried pilot receives  
23 more than the married pilot. There is no rebate but  
24 we charge him premium individually.

25 Q. When is that adjustment made?

26 A. Always at the end of the fiscal year.

27 Q. At the last distribution?

28 A. Well, I can't say at the last  
29 distribution because the following year there is still  
30 some amounts receivable from the D.O.T. which hasn't been





1 French

2 collected yet.

3 Q. Could you please file this as an  
4 exhibit, a document for the distribution of these  
5 monies for the month of December, 1962 which would  
6 indicate the adjustment made for the insurance premium,  
7 as Exhibit 804.

8 THE CHAIRMAN: Could you please complete  
9 this exhibit by adding a copy for a married pilot and  
10 an unmarried pilot and also -- I am sorry, did you say  
11 the form is sent every fortnight?

12 THE WITNESS: No, only at the end of the  
13 year the personal document is sent to the pilot.

14 THE CHAIRMAN: So there are none sent during  
15 the year?

16 THE WITNESS: No.

17 THE CHAIRMAN: Then this will be complete.

18  
19 ---EXHIBIT NO. 804: Document for the distribution  
20 of monies for the month of  
21 December, 1962 which indicates  
22 adjustment made for insurance  
23 premium for the pilots.

24 MR. LALONDE: Is your lordship interested  
25 in the policy itself because if the Commission is  
26 interested in it I can produce a copy of the group  
27 insurance.

28 MR. JACQUES: It could be done as we did  
29 it in Quebec. I read it through and prepared a summary  
30 and offered it to the Commission.





1 French

2 THE CHAIRMAN: If you have a copy of the  
3 insurance policy we could certainly just file that, if  
4 you have copies of the insurance policy. We are going  
5 to make that Exhibit 805, the three different insurance  
6 plans.

7  
8 ---EXHIBIT NO. 805: Three insurance policies.

9  
10  
11 MR. BRISSET: Q. Are you able to tell us,  
12 Mr. Saucier, if the system of protection allowance,  
13 accident insurance is the same in the Montreal District  
14 as regards the United Montreal Pilots?

15 A. No, I don't think it is the same.

16 Q. It is not the same. Well, do you have  
17 anything to do as regards this policy in the District  
18 of Montreal?

19 A. No.

20 Q. Is there a system, similar system of  
21 insurance in the Cornwall District or in the other  
22 Districts?

23 A. No.

24 Q. Again in District No. 1 in the Great  
25 Lakes?

26 A. Montreal-Kingston -- Montreal, Kingston  
27 -- the three Corporations have the same plan of insurance.

28  
29 -----  
30





R/RPS

1 French

2 Q. Through you?

3 A. Not through us but to reply to your  
4 question I would say at the request of the pilots  
5 various companies for several plans and there are  
6 several plans involved where the pilots have prepared  
7 a plan and asked the companies could you give us this  
8 and the Canadian Premier well they have given us this.  
9

10 CROSS-EXAMINATION BY MR. JACQUES:

11  
12 Q. Did I understand that it's \$25 fee  
13 per person per year?

14 A. \$100.

15 Q. Well now let us suppose it merely  
16 cost me \$15. I don't get anything?

17 A. That is right. You accumulate \$25  
18 because that is the fiscal year. You keep your \$15  
19 and then if you have another \$15 in advance that means  
20 \$30, and then \$25.

21 Q. Thank you...

22 THE CHAIRMAN: It is very similar to the  
23 similar plans, other plans in other fields.  
24

25 RE-DIRECT EXAMINATION BY MR. LALONDE:

26  
27 Q. Do you have or have you obtained any  
28 legal opinions beforehand?

29 A. No, as regards using this in such a  
30 manner. I would say furthermore that the insurance policies







1 French

2 were put out by our legal office which gave us information  
3 and which even made rectification in various clauses  
4 in the interests of the pilots.

5 Q. Have you had any requests or steps  
6 taken by other people or organizations who are interested  
7 in your insurance plans?

8 A. Among pilots?

9 Q. Yes ?

10 A. Yes, we have received requests even  
11 from companies which at the moment asked if they could  
12 enter into the plan of the pilots, if possible, or if  
13 a similar plan could be prepared or introduced.

14 Q. Have other corporations shown interest  
15 in this sort of plan?

16 A. I couldn't say so, but for pilots  
17 yes. Other companies have asked.

18 THE CHAIRMAN: Any other questions from  
19 Mr. Saucier? Thank you Mr. Saucier.

20 MR. LALONDE: My lord, this concludes,  
21 except for documents which will have to be reproduced,  
22 the evidence I have to produce before this Commission  
23 about the Montreal Harbour Pilots. Mr. Saucier will  
24 produce the further documents when he comes for the  
25 Cornwall pilots and examine him again on Montreal  
26 Harbour. I would like to call Mr. Gilles Pental.

27  
28 GILLES PENTAL, Sworn

29 (THROUGH THE INTERPRETER.)

30 THE SECRETARY: Profession?





1 French

2 THE WITNESS: Pilot..

3 THE SECRETARY: Montreal?

4 THE WITNESS: District Montreal-Cornwall.

5

6 DIRECT EXAMINATION BY MR. LALONDE:

7

8 Q. Your age please?

9 A. 49.

10 Q. Mr. Pental would you speak slowly and  
11 loudly. Your task will consist especially in describing  
12 this pilotage District. First, could you tell us  
13 since when you have been a pilot in the District of  
14 Cornwall?

15 A. Since 1956.

16 Q. I understand that before that time  
17 you were a Montreal to Kingston Pilot?

18 A. Yes.

19 Q. Do you remember in what year your  
20 District was subdivided into several completely  
21 independent separate sections?

22 A. I think in 1959.

23 Q. We should consider this in looking  
24 at the papers. I think it was after 1959. Previously  
25 your employment as a pilot was between Montreal and  
26 Kingston. What was your task?

27 A. From 1936 to 1956 I worked for the  
28 Canada Steamship Lines as a seaman, watchman, second  
29 mate 1st officer.

30 Q. Did you remain in the employ of this





1 French

2 company continuously after your appointment as pilot ?

3 A. Yes.

4 Q. Constantly?

5 A. Yes.

6 Q. How did you proceed to your appointment  
7 of pilot in the District of Cornwall?

8 A. In 1955 I had to submit to an  
9 examination for pilotage.

10 Q. What was the nature of this examination?

11 A. A complete examination on seamanship.

12 Q. Where did you take the examination?

13 A. In the Department, the representatives  
14 of the companies and of pilotage.

15 Q. When the District was divided between  
16 Kingston and Cornwall or at Cornwall did you choose  
17 of your own volition to remain in Cornwall or were you  
18 sent there, assigned there by the Department?

19 A. I chose of my own volition. It was  
20 up to the pilots in these cases to choose.

21 MR. LALONDE: Now I would like to switch  
22 to English from now on.

23 Q. Could you tell the Commission what  
24 certificates you hold?

25 A. I have a mate inland certificate and  
26 master inland certificate.

27 Q. You have before you Exhibit 452, to  
28 457 which are the charts published by the Canadian  
29 Hydrographic Service and which describe your pilotage  
30 District. I would like you, for the benefit of the





1 English

2 Commission, to explain what are the main functions you  
3 are called upon to perform in that District as far as  
4 pilotage itself is concerned and what difficulties you  
5 meet in the performance of your job. I would ask you  
6 to start from St. Lambert, from the entrance to the  
7 Seaway or the Lock at St. Lambert and proceed upbound  
8 to Cornwall. First of all, would you tell the Commission  
9 where you board ships at the present time at St. Lambert?

10 A. At the present time if the lock is  
11 ready the Harbour pilot brings the ship in the lock.

12 Q. Or the River pilot?

13 A. Or the River pilot, I am sorry. And  
14 we board the ship there. If the lock is not ready, they  
15 take her into the first approach wall and we meet her  
16 there. This is a new ruling since this summer.

17 Q. Were you present when Captain Lavoie  
18 explained the operation for last year?

19 A. That is right.

20 Q. And for 1959 and 1960 were you there  
21 also?

22 A. Same thing.

23 Q. Is that a correct description he gave  
24 of how they proceed?

25 A. Same situation.

26 Q. How many locks do you have in your  
27 District?

28 A. In our District we have four locks.

29 Q. Which are?

30 A. St. Lambert, St. Catherines, Lower







1 English

2 Beauharnois, Upper Beauharnois and then going out of the  
3 District have to make the Snell Lock.

4 Q. In practice is it not a fact that you  
5 take all the ships to the Snell Lock?

6 A. To St. Lambert.

7 Q. And when you disembark at Snell Lock  
8 what is the procedure? You take it into the lock?

9 A. We take her into the lock and wait until  
10 the water is raised up.

11 Q. Do you do this with all the ships?

12 A. All ships.

13 Q. Does it happen that you have to leave  
14 ships before the lock, at Snell Lock on the lay-by wall?

15 A. It did not happen.

16 Q. Now would you take your ship and  
17 proceed from St. Lambert Lock? Is there any particular  
18 procedure as to locking?

19 A. Well locking a ship ---

20 Q. Suppose you are at station No. 1,  
21 lay-by wall and you are now called upon to proceed. How  
22 do you get that message?

23 A. Well when a signal light is green and  
24 the lock is ready, we proceed slowly in the lock. We  
25 have to be on the alert with the engine, to have them  
26 ready and under control and once she is about into the  
27 place of the lock there, we stop the ship and the master  
28 looks after the lines; put her in place, that's about  
29 all we do for the lock.

30 Q. That is all the procedure for locking





1 English

2 a ship through. Then what happens?

3 A. After that they raise the water and  
4 when they are ready to go out the lock master has to  
5 give me the okay.

6 Q. Do you have anything to do when they  
7 raise the water?

8 A. Well generally the master looks after  
9 the lines.

10 Q. Now how do you get the message from  
11 the lock master to proceed?

12 A. He gets a phone call from the tower  
13 and then there is a signal to us we can proceed.

14 Q. And then you get into the channel.

15 A. We get in the channel.

16 Q. How deep is the channel?

17 A. This channel is 27 feet deep. It's  
18 225 feet wide. It's flanked by two embankments.

19 Q. Can you meet ships in that channel?

20 A. Yes, but with caution. We have to  
21 go very slow if it is a large ship.

22 COMMISSIONER SMITH: Mr. Lalonde would you  
23 turn the chart a little this way please?

24 THE WITNESS: It's 225 feet wide on top.  
25 That means that with these embankments there, they make  
26 a slope (indicating).

27 Q. A "V" curve?

28 A. To hold themselves for the water.  
29 That means when we meet ships, it's pretty close quarters.  
30 We still haven't got 225 feet of water in the lock.





1 English

2 THE CHAIRMAN: That is why I suppose that  
3 on the chart we see a blue band there near the wall inside  
4 the channel?

5 THE WITNESS: Yes, on that dotted line.

6 THE CHAIRMAN: That would indicate it is  
7 shallower by the wall than it is in the middle?

8 THE WITNESS: Yes.

9 Q. Now I notice you have turning basin  
10 No. 1 some distance from St. Lambert Lock. What is the  
11 use of this? Do you use this basin often or what?

12 A. Well we don't use that very often;  
13 just in the case of an emergency. If there is a break  
14 in the canal, or if they have -- if a ship has change  
15 of orders or something he has to go back in the Harbour,  
16 or weather conditions, but it isn't very recommended.  
17 These basins are okay for emergency.

18 Q. Did you have to turn around in one  
19 of these basins in your experience?

20 A. I did not have to turn around but I  
21 had to go in one of them waiting for the next lock which  
22 is St. Catherines.

23 Q. And is there any tug assistance in  
24 those basins?

25 A. I don't get your question.

26 Q. Is there tug assistance?

27 A. No.

28 Q. In those basins?

29 A. No. We have nothing, that is the main  
30 point. The wind changes or something there, then you are





1 English

2 caught in there.

3 Q. On the locks do you have any assistance  
4 from the lock personnel? From Seaway personnel?

5 A. No, only handling the lines in the  
6 lock.

7 Q. You have the Seaway personnel taking  
8 lines in the lock?

9 A. In the lock when the ship is in  
10 position.

11 Q. Outside of the locks do you have any  
12 Seaway personnel giving you any assistance?

13 A. No.

14 Q. Now the channel from St. Lambert  
15 Lock is 27 feet deep all the way is that it?

16 A. That is it.

17 Q. Then you have turning basin No. 2.  
18 How wide are these basins, do you know?

19 A. They are 1500 feet.

20 Q. Both of them?

21 A. Both of them the same thing.

22 Q. What is the procedure at Caughnawaga,  
23 St. Catherines Lock? Is it different from the  
24 St. Lambert Lock procedure?

25 A. Yes, but from St. Lambert we are  
26 regulated by limit of speed. The limit of speed is  
27 seven miles an hour and this, of course, was to  
28 direct the traffic to St. Catherines so sometimes there  
29 may be two or three ships upbound and only one downbound  
30 so we regulate traffic that way and if we are here







1 English  
2 (indicating) in this channel and the ship is downbound,  
3 we have to wait our turn. In good weather conditions  
4 it is okay. We can kill time. In strong wind there  
5 it's kind of difficult to kill time with no engines  
6 running so we have to go in that basin if the approach  
7 wall is employed.

8 Q. How many ships can you tie up at the  
9 approach wall at the approach to St. Catherines?

10 A. Just the one. It's a very short wall.

11 Q. How do you kill time by running the  
12 engines in basin No. 2?

13 A. We drop anchor.

14 Q. You drop anchor?

15 A. Yes.

16 Q. I notice there is only 27 feet of water  
17 there. Can you encounter any danger or difficulty drop-  
18 ping the anchor?

19 A. Yes. That is what I said earlier.  
20 They are only used for emergency.

21 Q. What kind of difficulty or danger do  
22 you encounter anchoring in the basin like this?

23 A. If your ship is drawing 25'6" of  
24 water and there is only 27 feet of water in the canal,  
25 you are bound to run over the anchor and put a hole  
26 in the bottom.

27 Q. Do you have ships which are drawing  
28 25 feet 6 inches?

29 A. Oh yes, several of them come downbound.

30 Q. How often has it occurred to you that





1 English

2 you had to kill time or wait?

3 A. Mostly every trip. In good weather  
4 we have to do that with the density of the traffic today.

5 Q. And when it is bad weather, it is  
6 like high winds, what happens? Do they hold you up  
7 here at St. Lambert or do they do something further on  
8 or do they let you go anyway? Suppose there is a high  
9 wind and you have three ships going upbound?

10 A. We would have to go.

11 Q. Have to go?

12 A. Yes. Downbound ships here, they may  
13 be in good condition of weather and they want their  
14 passage, you see, so we have to go.

15 Q. The orders of St. Lambert Lock, are  
16 they given directly from people on the lock or are they  
17 given from Beaunarnois? What happens?

18 A. You mean for leaving?

19 Q. For leaving the lock and proceeding?

20 A. No. The order are given by the  
21 lock master himself at St. Lambert.

22 Q. At Cote Ste. Catherines what happens?  
23 Is that the same procedure as St. Lambert Lock?

24 A. Yes, it is the same procedure at  
25 St. Catherines.

26 Q. There is no particular difference, or  
27 no particular difficulty there?

28 A. Well the only thing here is we have  
29 to send a security call on the air.

30 Q. To whom?





1 English

2 A. To any traffic downbound because there  
3 is a place here, three bridges that we cannot ---

4 Q. What is "here"?

5 A. It's those stakes here (indicating).

6 Q. When you say "here" nobody will know  
7 what you are talking about.

8 A. Just below Honore Mercier Bridge and  
9 these sets of stakes, well those embankments fell and  
10 the channel is narrow and then these bridges, the  
11 C.P.R. bridge and the Honore Mercier bridge, there is  
12 no room to meet with two ships in there. Those bridge  
13 abutments are only a hundred and seventy-five feet wide  
14 so in sending a security call here (indicating).

15 Q. You mean at St. Catherines Lock?

16 A. At St. Catherines Lock, any ships  
17 downbound, then we will make arrangements to meet below  
18 those stakes or above those bridges. Again there if  
19 we have bad conditions, large ship coming down  
20 Caughnawaga, then you are stopped again.

21 THE CHAIRMAN: The place you were talking  
22 about, that place there by Honore Mercier bridge  
23 is it three sets of lights?

24 THE WITNESS: Three sets of stakes.

25 THE CHAIRMAN: I see BB for black and R  
26 for red?

27 THE WITNESS: R is for red and B for black.

28 Q. They do not have any lights on them?

29 A. No, but they are coloured just the  
30 same for daytime.





1 English

2 Q. The stakes are coloured?

3 A. Yes, the stakes are coloured.

4 THE CHAIRMAN: How do you see them at night?

5 THE WITNESS: We don't see them at night.

6 Q. How is it they have printed along  
7 "illuminated"?

8 A. It's the embankment that is lit, not  
9 the stakes. All the embankment on both sides is  
10 illuminated.

11 Q. Do you get this security call when  
12 you are in the lock itself?

13 A. When we are leaving the lock at  
14 St. Catherines.

15 Q. And then is there anything particular  
16 proceeding further up?

17 A. Yes, here at the C.P.R. bridge, the  
18 Honore Mercier bridge.

19 Q. How narrow is the channel by these  
20 stakes, have you any idea how narrow they are?

21 A. I should say roughly around 175 feet  
22 wide.

23 Q. It is only a hundred and seventy-five  
24 feet wide?

25 A. 150, 175 feet wide.

26 Q. And they are around 1500 feet normally?

27 A. Not the channels, open water.

28 Q. You mean to say between these two  
29 stakes you have only 175 feet and the normal width of  
30 the channel is 1500?







1 English

2 A. No, the normal wide is 225.

3 Q. The canal. How long has this been?

4 A. Since the opening of the Seaway.

5 Q. How long have they had these stakes  
6 there? Since the opening of the Seaway?

7 A. I think that is when they flooded this,  
8 those embankments fell.

9 Q. You were going to say something and  
10 I stopped you.

11 A. Well this is the Honore Mercier bridge here,  
12 this is a suspension bridge. There is no trouble with  
13 him but the next two are lift bridges. When you have  
14 come to the whistle sign here, you don't know if you are  
15 going to get the bridges or not so if they have any  
16 telephone installed in these bridges, you can contact  
17 them and it will help you.

18 Q. At the present time do you have any  
19 means of communication with the personnel of the bridge?

20 A. No, no means.

21 Q. How do you indicate? By whistle or  
22 what?

23 A. No. We blow the whistle at the whistle  
24 sign.

25 Q. The whistle sign where?

26 A. Here (indicating).

27 Q. The whistle sign is indicated by  
28 W3600 on the chart 452. You blow the whistle at this  
29 particular spot and then what?

30 A. If he shows a green light, we can





1 English  
2 proceed. If he shows a red light, then we have to stop  
3 and wait there. There is no where to tie up or drop  
4 anchor or anything. We have to wait. Well if we had  
5 a phone on these bridges, you could contact further down  
6 and you would know if we are going to get the bridge  
7 or not then we could work the speed accordingly.

8 Q. But you say you cannot drop the anchor.  
9 What happened if it does not lift in time?

10 A. I had a particular case last year. I  
11 was coming down Caughnawaga. At the whistle sign I  
12 blew for the approach and then the dispatcher at  
13 Beauharnois called me on the phone and told me to drop  
14 the anchor and stop and wait there, so I told him I  
15 was too close and I couldn't drop the anchor over because  
16 I was too deep, so he ---

17 Q. Because your ship was too deep?

18 A. Yes, so he says well stand-by and  
19 I will contact the bridge master and I will let you know.  
20 He contacted the bridge master and came back on the  
21 air and told me that the bridge master couldn't do any-  
22 thing about it because the train was already engaged on  
23 the switch. I don't know how far. It was long freight  
24 cars, so finally, it took a long time to get the train  
25 through, finally I had to put the stem of that ship  
26 in a bank and hold her until I got the bridge free.  
27 I didn't feel too good about it.

28 Q. The bank is mud, I hope, or clay is  
29 it?

30 A. It's clay but it's rough stuff. You





1 English

2 never can tell, might be a big stone too.

3 Q. Did you have difficulty getting your  
4 ship out of there after?

5 A. I had difficulty but I had the wind  
6 -- the wind wasn't with me, you see. It was a contrary  
7 wind.

8 Q. Did you need help to get your ship  
9 out of there?

10 A. No. I got out okay. I didn't feel  
11 too good about it.

12 THE CHAIRMAN: Before you go any further,  
13 there is one thing I do not understand and that is  
14 another question, why was that? You say your ship  
15 was too deep to drop the anchor?

16 THE WITNESS: She was drawing 25 feet 6  
17 inches and the canal is only 27 feet deep so it is  
18 dangerous.

19 THE CHAIRMAN: Might run under your keel?

20 THE WITNESS: Might run under the keel and  
21 put a hole in the bottom. We do in emergency, if  
22 we have to but we always wait until that last.

23 Q. Was it one on that day?

24 A. It was one on that day.

25 THE CHAIRMAN: You did not have a stern  
26 anchor?

27 THE WITNESS: No. It would have been useful  
28 there.

29 THE CHAIRMAN: Why?

30 THE WITNESS: Well instead of putting the





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- 30

English

stem into the bank, I would have dropped the anchor and held the ship on the stern.

-----







PB/RPS

1 English

2 Q. Do you have any idea how the information  
3 is passed over to Beauharnois for dispatching? Do you  
4 have any telephone on the bridge at Beauharnois?

5 A. They have a canal telephone, their  
6 private line from the bridge, but they don't hear that.

7 Q. You can't communicate?

8 A. I can't communicate with the bridge  
9 master.

10 THE CHAIRMAN: In a case like that the  
11 bridge master could contact Beauharnois and then Beau-  
12 harnois could call over the radio-telephone.

13 THE WITNESS: It takes a little time before --  
14 then you ship is going down, if there had been a  
15 telephone ship to the bridge I would ask him permission  
16 further up and then alter speed accordingly.

17 MR. LALONDE: Q. Suppose you were in the  
18 middle of the lake here, could you call Beauharnois and  
19 ask for detail, how it is going to work at the bridge?

20 A. I could do that, but it is too far  
21 away to have the right information at the time. You  
22 may take an hour or two hours to get down to the bridge.

23 Q. Now, you have crossed the C.P.R.  
24 bridge, what is next?

25 A. It is the same procedure as St.  
26 Catherines passing into Caughnawaga to the entrance  
27 of Lake St. Louis.

28 Q. All the way then the channel is just  
29 27 feet deep?

30 A. That is right.





1 English

2 Q. Now, we get to chart 435 and Lake  
3 St. Louis. Can you point out to the Commission the  
4 main duties you have to fulfil in this particular area?

5 A. Well, these channels are restricted  
6 waters.

7 Q. How wide are they?

8 A. 550 to 600, spaces lower than that.

9 They are affected by currents especially around this  
10 Chateaugai Course to Pointe. Claire.

11 Q. Which buoy?

12 A. Buoy 1A.

13 Q. To buoy?

14 A. Buoy 17A.

15 Q. What kind of current do you have there?

16 A. We have current running from the  
17 south.

18 Q. Would you indicate it approximately  
19 in red on the chart by large red arrows.

20 A. From the end of the channel, 17A.

21 Q. Is that the approximate direction?

22 A. The current running north, the water  
23 is quite shallow here. You can't get out of the channel  
24 at all. You can see on the chart here, four feet,  
25 twelve feet, seven feet. It is good seamanship if  
26 there is a large ship coming down to wait for him in  
27 the channel instead of at the mouth. There is quite  
28 a current, your ship wouldn't steer so good on account  
29 of the shallow water in the current.

30 Q. Can you tell the Commission what is the





1 English

2 approximate current in that area, what is the maximum  
3 and minimum? Where does it go from and to?

4 A. The natural, normal must be around  
5 two and a half to three knots.

6 Q. Are there some periods in the summer  
7 when it gets lower?

8 A. Yes, in the summer months when the  
9 water is real low you get stronger.

10 Q. You mean it will get stronger?

11 A. Stronger, low water, the water passes  
12 faster through 17A.

13 Q. Excuse me, all these buoys on Lake  
14 St. Louis, they are all light buoys?

15 A. Lighted buoys.

16 Q. All right, from buoy 17?

17 A. From Pointe Claire, buoy 17 running  
18 up to Windmill Point, at buoy 21A we have a slight  
19 current too.

20 Q. Indicated in red on the chart. What  
21 is the direction of this?

22 A. Buoy 21A.

23 Q. In direction?

24 A. South.

25 Q. South.

26 A. From buoy 21 to Windmill Point the  
27 current is negligible, nothing to speak here. Then here  
28 at Windmill Point you will notice the current running  
29 from the south again.

30 Q. From the south to the north?





1 English

2 A. To the north and it is good seamanship  
3 again to check.

4 Q. I will indicate it.

5 A. At buoy 31A you again reduce speed,  
6 your ship will squat, if you are loaded deep your ship  
7 won't steer.

8 Q. You will feel squat in the area.

9 A. In here. This is a calling point too.  
10 It is a calling point for the dispatcher. When we  
11 reach that point we must contact the dispatcher at  
12 Beauharnois and proceed with his orders from this point.

13 Q. That is the calling point.

14 A. From Windmill Point to Point Fortier.

15 Q. Which buoy?

16 A. Buoy 52A.

17 Q. 52A?

18 A. You will notice a little current running  
19 from north.

20 Q. From north to south between these  
21 two buoys.

22 A. Between 52A and 48A.

23 Q. Yes ?

24 A. And then if the dispatchers tell us  
25 there is traffic up there you have to wait in the  
26 anchorage area.

27 Q. Anchorage. Would you circle it in  
28 blue, please. Is that a safe anchorage?

29 A. It is a pretty fair anchorage on the  
30 north side.







1 English

2 Q. On the north side.

3 A. On the south side here you have the  
4 power dam at Beauharnois. That makes current in there.  
5 You may drag down the channel. If we have orders to  
6 proceed to the approach wall we have to be very careful  
7 when you get close to the approach wall the current  
8 will drive you south.

9 Q. Drive you to the south.

10 A. In the end here you will drop in the  
11 corner. After you are in the current will drive you  
12 out again.

13 Q. Drive you out of the approach wall?

14 A. Out of the approach wall to the north.

15 Q. Yes?

16 A. It is a very difficult approach wall  
17 to maintain.

18 Q. Yes?

19 A. To make that approach wall here  
20 we have to bring the ship pretty close and then land  
21 men with a boom that they have on board. It is a very  
22 dangerous practice. These ships are high. We have  
23 wind. We have a current against you. If they don't  
24 make it fast they will miss. With this land boom,  
25 especially on ocean ships the seamen haven't the exper-  
26 ience. Lake ships and tramp ships are different, they  
27 are supplied with flares, but this is pretty difficult.  
28 It is a dangerous practice. I saw an accident happen.

29 Q. Yourself?

30 A. Myself.





1 English

2 Q. What happened?

3 A. I was coming alongside of the wall  
4 and the officers landing men on the boom and the winds,  
5 they were contrary, pushing the wind back to the ship's  
6 side with a man hanging at the end of the rope, so he  
7 fell down the wall. Fortunately he wasn't injured, but  
8 he could have been.

9 Q. He dropped in the water?

10 A. He dropped on the pier, but the ship  
11 waseight feet out of the wall. He could have dropped  
12 in between the two. It is a dangerous practice. It  
13 could be regulated if they had linesmen.

14 Q. You never have any help from the  
15 Seaway personnel at the approach wall at Beauharnois?

16 A. No, it is us that do the work.

17 Q. Is Beauharnois pier different in  
18 this respect compared, let us say to the approach wall  
19 at St. Catherines or St. Lambert?

20 A. Oh yes, Beauharnois, you have that  
21 power dam that makes a surge of the current. You have  
22 to be careful. If you want to hold in anchor you  
23 could hardly do that at all because it is a rocky bottom  
24 and you lose it. You lose your anchor.

25 Q. You lose your anchor?

26 A. You would lose your anchor on the  
27 rocky bottom with speed on the ship and the anchor down,  
28 it will break.

29 Q. How deep is the water within the  
30 approach wall limits?





1 English

2 A. 27 feet, and the anchorage here is  
3 50, 60.

4 Q. How wide is the entrance to the  
5 approach wall?

6 A. You mean between?

7 Q. The two sides of the entrance to the  
8 lock?

9 A. About 250 feet.

10 Q. 250 feet. Can you tie up on both  
11 sides?

12 A. No, only on this south side.

13 Q. On the south side. How many ships  
14 can you tie up on the south side?

15 A. From the limit of the approach to the  
16 end of the wall there you could tie up a big ship.

17 Q. One large ship?

18 A. One large ship, like 730 feet. A  
19 second ship would have to wait. If you had two small  
20 ships you could.

21 Q. What do you call two small ships?

22 A. Well, around 350 feet, medium-sized  
23 ships.

24 Q. Do you have good protection at the  
25 approach wall there when you tie up your ship, wooden  
26 protection, whatever it is?

27 A. There is rubber fenders. There is  
28 rubber fenders attached.

29 Q. Is that all right at the present time?  
30 Is it satisfactory?





1 English

2 A. It is pretty satisfactory.

3 Q. Did you have it the first year the  
4 Seaway opened?

5 A. No, we didn't.

6 Q. What did you have?

7 A. At places we had wood and at other  
8 places not.

9 Q. Did you have wood?

10 A. No, there was nothing on the walls.

11 Q. You had cement walls?

12 A. The second year we had wood.

13 Q. At Port Catherines and St. Lambert  
14 did you have wooden fenders or rubber fenders or  
15 anything?

16 A. There were no rubber fenders at  
17 St. Catherines or St. Lambert.

18 Q. In 1959?

19 A. They had wood fenders after.

20 Q. You have them now. Is it satisfactory

CC2 21 to you?

22 A. Yes, rubber are better.

23 THE CHAIRMAN: We will have an adjournment.

24  
25 ---A SHORT RECESS.

26  
27 ---FOLLOWING THE SHORT RECESS:

28 CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

29 MR. LALONDE: Mr. Pintal, before you go  
30 further, I notice you stated you had a speed limit in the







1 English

2 canal between St. Lambert and Lake St. Louis,  
3 that speed limit being seven miles. What are these,  
4 seven nautical miles or statute miles?

5 A. They are statute miles, that is over  
6 the bottom.

7 Q. That is over the bottom. Do you have  
8 a dead slow speed on your ships?

9 A. Some have dead slow speed of seven  
10 knots. If you have any strong wind it is pretty hard  
11 to get that limit.

12 Q. In fact what happens, do you go over  
13 that limit? In practice, suppose you have a ship and  
14 the way it moves at dead slow is seven knots, I presume  
15 you are already over seven statute miles, are you not?

16 A. Yes.

17 Q. Then you have the wind, it would  
18 automatically mean you would go over seven miles, I  
19 suppose?

20 A. No. This is a problem too. If there  
21 is any traffic ahead of us well we have to use one of  
22 those basins or hope for the best.

23 Q. One of the basins appearing on the  
24 previous chart which is chart 452?

25 A. Either No. 1 basin or No. 2 basin.

26 Q. Do you have any speed limit in Lake  
27 St. Louis?

28 A. No, we have no speed limit in Lake  
29 St. Louis, but on this side across Shaddow Bay to Pointe  
30 Claire there are lots of summer residences, boating,





1 English

2 yachting, and we have to use slow speed.

3 Q. For fear of flooding Mr. Brisset's  
4 summer residence, for instance. What is slow speed in  
5 a case like this?

6 A. Well, a ship of say 14 knots, slow  
7 speed might be five or six.

8 Q. Now let us get back to Beauharnois.  
9 You have given information about the difficulties of the  
10 approach wall at Beauharnois. Do you have anything to  
11 add or are you ready to proceed in the lake?

12 A. I would like to point out that this  
13 approach wall, Beauharnois, if there is a large laker  
14 tied up at the limit of approach and if there is a ship  
15 of medium size the dispatcher will send him behind so he will  
have difficulty with manoeuvring the corner.

17 Q. Manoeuvring?

18 A. Manoeuvring with that corner on account  
19 of the currents, but the dispatcher insists on going  
20 ahead of the second ship so the traffic will move.

21 Q. So you have to do it?

22 A. I have to do it.

23 Q. Now -- ?

24 A. We are at the limit of approach and  
25 we wait for the green light. When the green light comes  
26 on we proceed in the lock, the same at St. Catherine's  
27 and St. Lambert.

28 Q. Is there any current itself in the  
29 enclosure which is constituted by the two sides of the  
30 entrance of the lock?





1 English

2 A. Yes, I marked it with red pencil on  
3 the chart. If you are in that far the current pulls  
4 you out and you have to govern your ship accordingly.

5 Q. So you take your ship in the lock?

6 A. You take your ship in the lock the  
7 same as St. Catherine or St. Lambert.

8 Q. Yes.

9 A. And then when the lock is ready --  
10 there is twin locks there, there is an Upper Beauharnois  
11 Lock and a Lower Beauharnois Lock, and suppose there  
12 is a ship in the Upper Beauharnois Lock according to the  
13 rules of the road on the Great Lakes downbound ships  
14 always have the right of way, that means he takes the  
15 side he wants so the upbound ship will have to go around  
16 him. At Beauharnois, for instance, in the pool between  
17 the two locks, about 3,000 feet, 250 feet, that means  
18 if he had a contrary wind and a ship in the Upper  
19 Beauharnois Lock decides to take the right side I have  
20 to go to the left.

21 Q. What do you do, do you anchor in the pool?

22 A. No, we can't anchor. We just go around.  
23 It is all locks.

24 Q. No ship is stopping in the pool, you  
25 were just proceeding.

26 Q. On one side there is a pier built in  
27 concrete with wood fenders and the other side hasn't  
28 got any, it is just rock cut straight down. A large  
29 ship in the Upper lock -- you get a pier ahead of it,  
30 your ship has to go round, even with contrary winds.





1 English

2 It makes it difficult. We have to do it if the downbound  
3 ship asks for one whistle. We have to go down and  
4 proceed in the Upper Beauharnois Lock. There is a little  
5 current in the pool.

6 Q. Would you point out on chart 454, Exhibit  
7 454 which direction, the direction of which it is?

8 A. South.

9 Q. Would you circle what you call the  
10 pool in blue?

11 THE CHAIRMAN: This area in between the  
12 Upper and Lower locks.

13 THE WITNESS: This is the pool, it is  
14 3,000 feet long and about 250 feet wide.

15 Q. There is a current inside that pool?

16 A. We call that valve.

17 MR. LALONDE: Q. Control valve?

18 A. The overflow.

19 THE CHAIRMAN: Is the water going over the  
20 spillway?

21 THE WITNESS: With the pump, the Upper  
22 Beauharnois Lock, it will fill the pool if they don't  
23 have the overflow. That makes the current going on the  
24 north side.

25 MR. LALONDE: Q. Do you know where the  
26 control valve is approximately?

27 A. The overflow is on the north side.

28 Q. Would you indicate in green on the  
29 chart where is the overflow?

30 A. Yes, the valve control is there.







1 English

2 Q. Indicated in green at the . . .

3 A. Entrance of the Upper Beauharnois

4 Lock.

5 Q. Upper Beauharnois Lock. This is the  
6 factor which . . .

7 A. Makes a current in the pool.

8 Q. Makes a current directed south?

9 A. That is right.

10 Q. Southerly?

11 A. Then we proceed after we pass that

12 ship, we proceed in the Upper Beauharnois Lock and

13 it is the same procedure as otherwise.

14 Q. There too you have a green light and  
15 get orders from the lock master?

16 A. Get orders from the dispatcher to  
17 enter the lock.

18 Q. Is there any approach wall to that  
19 lock where you can tie up? Suppose you have a ship  
20 going down and she decides to tie up or to go by on the  
21 right side.

22 A. What is the general practice if  
23 we have a strong wind, I will call the other ship in  
24 Upper Beauharnois Lock and tell him to come down three-  
25 quarters of the pool and tie up there and wait until  
26 I go around him and then proceed to the wall myself  
27 behind him.

28 Q. And tie up yourself?

29 A. Not tie up the ship if the light is  
30 green, but take the wall and watch the fender so I won't





1 English

2 hit the concrete.

3 Q. Can you tie up on this wall?

4 A. Oh yes, on the south side of the pier  
5 there is a place you can tie up.

6 Q. I notice that in the Upper Beauharnois  
7 Lock there is an indication of a swing bridge. Is that  
8 the lock itself?

9 A. It is just above the gates. It is  
10 a New York Central bridge. When the lock is ready the  
11 gates are open, they swing the bridge open too.

12 Q. Is this bridge, do you know if that  
13 bridge is controlled by the lock master?

14 A. It is controlled by the tower, the  
15 tower operator?

16 Q. Is there a man for the bridge apart  
17 from the people in the tower?

18 A. I don't think so.

19 Q. Any particular difficulty with the  
20 bridge?

21 A. No, they open the bridge before you  
22 come near.

23 Q. What is the next thing in your trip?

24 A. Leaving the lock.

25  
26  
27 -----  
28  
29  
30





1 /MR/RPS English

2 Leaving the lock here, you have got to be  
3 on the alert too. There is a strong current all the  
4 way through that canal from Beauharnois to Valleyfield.  
5 This canal is not only a ship's canal, it's a power  
6 canal that feeds the powerhouse at Beauharnois. That  
7 makes the current all the way through it.

8 Q. Which direction is the current all the  
9 way through?

10 A. Different sizes, so on leaving the  
11 lock here (indicating).

12 Q. At Upper Beauharnois?

13 A. At Upper Beauharnois, if there is  
14 any downbound traffic, he will like ask for to pass on  
15 the left side to counteract the current and manoeuvre ---

16 Q. You say left side. Left side of  
17 whom and what?

18 A. On port side. He will ask for two  
19 whistles, that means that he intends to pass on the port  
20 side.

21 Q. Pass you on the port side?

22 A. That is right.

23 Q. You going up, the ship going down  
24 will pass you on the port side?

25 A. Yes. On my left to counteract the  
26 current so he can manoeuvre to that pier.

27 Q. Which pier?

28 A. Upper Beauharnois Pier.

29 Q. For downbound ships?

30 A. Yes and here I would like to turn





1 English

2 around and make that ---

3 Q. You as going up?

4 A. Yes, just to show how that pier is  
5 working. The downbound ship here will have to manoeuvre  
6 as slow as possible. He has three or four knot current.  
7 The pier, the concrete wharf has holes in it to let the  
8 water pass.

9 Q. A hole in it?

10 A. Holes in the concrete to allow the  
11 water to pass for the powerhouse which makes the current  
12 and drags you to that pier and with the current you  
13 have already on your stern it is very very hard job to  
14 make that pier.

15 Q. It is pretty hard for the ship going  
16 down to make that pier?

17 A. Especially if you have a turbine ship.  
18 Their movements are slow and they haven't got the stern  
19 power as a motor ship. With the speed you are going in  
20 there it is pretty hard to stop and here again to land  
21 men on that pier with that landing boom they have, it  
22 is still a dangerous practice. Linesmen should be there.

23 Q. You were proceeding up. You have  
24 pointed out the difficulties of a ship going downbound  
25 at the approach wall of the Upper Beauharnois Lock?

26 A. Yes.

27 Q. You are going upbound with your own  
28 ship. What problems do you meet?

29 A. It's traffic and the current we have  
30 to be on the alert always, the constant current that runs







1 English

2 to the south from the pier to buoy 13B.

3 Q. Would you indicate the direction of  
4 this current?

5 A. And here again we are regulated by  
6 limit of speed.

7 Q. Which is what?

8 A. From the Upper Beauharnois Lock to the  
9 St. Louis bridge it's 36 minutes.

10 Q. You are regulated by minutes? What  
11 does it represent by speed?

12 A. With the current about nine miles an  
13 hour.

14 Q. Does the regulation point out that  
15 you have to make it in not less than 36 minutes?

16 A. They are not emphatic on that.  
17 Sometimes you get in downbound traffic. Of course he  
18 has the right-of-way again and if we are close together  
19 at the bridge, he has the right-of-way and I have to  
20 wait there. It presents some difficulties on account  
21 of current.

22 Q. You said you have a southerly current  
23 to buoy 13B. Does it change after that buoy?

24 A. No, it's about the same current  
25 approximately to buoy 20 to the bridge, St. Louis, which  
26 is very strong.

27 Q. This current is very strong?

28 A. This current is very strong in the  
29 bridge.

30 Q. Now that channel is 27 feet deep. How





1 English

2 wide is that channel?

3 A. The channel is 500 feet wide, 500 to  
4 600 feet wide.

5 Q. Can you anchor in the channel?

6 A. Yes. From St. Louis to Upper Beau-  
7 harnois it is possible to get out of the channel and  
8 anchor there but you will swing around and if you want  
9 to go back down again, well you cannot do it on account  
10 of that current; got to come way across St. Francis  
11 Lake anchorage there and turn around.

12 Q. If you have a ship going down, you  
13 say the current will swing you around?

14 A. Well if I anchor, will go around  
15 my anchor.

16 Q. And you have to go back to Lake St.  
17 Francis anchorage?

18 A. Suppose there is a breakdown in the  
19 lock here (indicating), I have orders to anchor someplace.  
20 It could be done outside of the channel from St. Louis  
21 to Upper Beauharnois. You can turn around in quite a  
22 few places but when you have orders to proceed and  
23 everything is ordered, in repair at the lock, when I  
24 have orders to proceed back down again, I have to go  
25 way up the lake here and turn around.

26 Q. Why?

27 A. Because your ship will have been turned  
28 around by the current. The current is too strong to  
29 swing back.

30 Q. If you have a stern anchor would that





1 English

2 keep you in place?

3 A. It would help.

4 Q. What about St. Louis bridge? What  
5 kind of a bridge is that?

6 A. It's a lift bridge, a C.N.R. lift  
7 bridge and between the abutments, a hundred and seventy-  
8 five feet wide. You can't meet in there with large  
9 ships, it's too small.

10 Q. Can you communicate with people on  
11 that bridge directly?

12 A. No.

13 Q. How do you do it? By calling  
14 Beauharnois again?

15 A. Yes. If they fail to open, the  
16 dispatcher will call for us to try and find out what  
17 was wrong, and then call us back again. With strong  
18 winds or with current, wait too long, well the ship  
19 could be in trouble.

20 Q. Do you, to your knowledge, or  
21 did some pilots ever have difficulty at that bridge?

22 A. I had heard so, lots of them, they  
23 have difficulty.

24 Q. Yourself, did you have any trouble?

25 A. Not myself, and if you are here in  
26 a downbound ship, the bridge fails to open, he cannot  
27 turn around here and anchor.

28 Q. So what he has got to do? Go back?

29 A. He will try to start his ship and  
30 wait for the best.





1 English

2 Q. Now let us suppose you pass the  
3 St. Louis Bridge how is the current further up?

4 A. The current at St. Louis Bridge is  
5 still to the south up to buoy 30B. At buoy 30B the  
6 current will change and will drive you to the north.  
7 From buoy 30B to buoy 41B you have a strong current  
8 but pretty well straight.

9 Q. Would you make a red arrow in the  
10 direction of the current?

11 A. From buoy 41B at the shipyard, it  
12 is not actually on that chart. There is the shipyard  
13 (indicating).

14 Q. Would you put a mark on the chart  
15 with a big X. What kind of a shipyard is that?

16 A. It's the Hydro Quebec dredges and  
17 scows and barges. There is a strong current comes  
18 from Valleyfield bridge to that shipyard from the south.  
19 Still here ----

20 Q. That is where? What is "here"?

21 A. Still at the shipyard. If you have  
22 to meet any downbound traffic, he has to keep away,  
23 high in the current to allow the upbound ship to counter-  
24 act the current and then we have Valleyfield bridge.  
25 Same type of bridge as St. Louis lift bridge. That  
26 opens when he is ready.

27 Q. Can you anchor between St. Louis  
28 bridge and Valleyfield bridge going up or down?

29 A. No. I did last year. I was was  
30 caught in the fog at buoy 33B.







1 English

2 Q. What did you do?

3 A. I did anchor in the channel. She  
4 turned around and I had to come back up to turn around  
5 again and proceed.

6 Q. Had to come back to St. Francis  
7 anchorage.

8 A. To St. Zoticque in an emergency below  
9 the Valleyfield bridge here upbound you can anchor.  
10 The current will hold you there with your anchor. She  
11 won't turn. Stay there until the bridge is ready and  
12 this summer above Valleyfield bridge, they dredged  
13 an emergency anchorage again for that purpose, in case  
14 the power goes off the bridge or any break in the bridge.

15 Q. That is specially for downbound ships?

16 A. Specially for downbound ships. We  
17 will anchor there. Of course here will turn up again  
18 the current and you have to go back again to turn.

19 Q. No ship could turn around in the  
20 emergency anchorage there?

21 A. Small light motor ships will turn  
22 around there and make it, not swing, but with a large  
23 ship, no. Your current in Valleyfield bridge is still  
24 to the south. Above the bridge, from the bridge to  
25 buoy 52 you have a current that drives you to the south  
26 to Grosse Point.

27 Q. Grosse Point, is that indicated on  
28 the chart?

29 A. Yes. Between buoy 22B and 61B.

30 Q. Does the channel widen from Valleyfield





1 English

2 bridge?

3 A. From Valleyfield bridge to 61B it's  
4 a little wider in that space for that anchorage which  
5 was dredged this summer. From 61B up to the anchorage  
6 at St. Zebotique, it's a dredged channel.

7 Q. Proceeding on chart Exhibit 455.

8 A. This is a completely dredged channel.  
9 There is no where to go outside of the channel here,  
10 no water in that particular coast from 61B to the  
11 anchorage.

12 Q. Would you say then about buoy 28F and  
13 29F? ---

14 A. That is a complete dredged channel,  
15 27 feet deep. Again here you have current.

16 Q. Which direction are they?

17 A. From the north. At buoy 61 ---

18 Q. Is that pointing to the south or  
19 north? That direction of the current is to the north?

20 A. From the north.

21 Q. Your arrow is pointing towards the  
22 north isn't it? Yes?

23 A. In that red circle there (indicating).

24 Q. Which is No. -- ?

25 A. Five, the calling point for the traffic  
26 manager at Beauharnois for a downbound ship, which is  
27 24F.

28 Q. What do you call? What are the  
29 regulations in that respect when a ship gets to point  
30 five?





1 English

2 A. The regulations are to call the  
3 dispatcher and then we have that limit of speed to  
4 observe.

5 Q. That is from buoy 24F to --- ?

6 A. Valleyfield bridge, 21 minutes.

7 Q. 21 minutes, which makes about how fast?  
8 How many knots or miles?

9 A. You have to stop your engines some-  
10 times with the current at Valleyfield bridge, St.  
11 Louis' bridge. It's a limit of speed about 37 minutes  
12 with the current. You have to stop your engines to  
13 make it.

14 Q. And then you mentioned the other  
15 limit?

16 A. 26 minutes, St. Louis to Upper  
17 Beauharnois. Altogether it's an hour and 37 minutes  
18 from 24F to Upper Beauharnois Lock.

19 Q. Once you have called at this point,  
20 No. 5, does the dispatcher always order you to proceed  
21 or are you ordered sometimes to wait and stop or  
22 something?

23 A. He does regulate the traffic like  
24 at that calling point. Tell you to slow down or come  
25 down to regular speed.

26 Q. I presume you must have got in touch  
27 with him before point number five?

28 A. Yes, there is calling point six.

29 Q. You get in touch with him previous  
30 to that?





1 English

2 A. Yes. When we pass 28B.

3 Q. How is that current between 58B and  
4 28B?

5 A. Well you have this kind of direction  
6 here (indicating) at 61B.

7 Q. Direction south?

8 A. Direction south.

9 Q. Would you make an arrow for that?

10 A. And then it changes at 28B to the  
11 north slightly; not very strong current.

12 Q. Not quite as strong? You say it is  
13 not a very strong current.

14 A. As it is a dredged channel if you  
15 have a loaded ship, you have to moderate your speed  
16 again. Your ship will squat there, won't steer so  
17 it is good seamanship to go at slow speed from 28B  
18 to the anchorage. This is an anchorage if traffic is  
19 too heavy for Beauharnois the dispatcher will order you  
20 to stop and anchor here (indicating).

21 Q. Is that a natural anchorage?

22 A. It is a natural anchorage.

23 Q. At St. Zotique?

24 A. It's not wide enough. It should be  
25 dredged further to the south. You will have three or  
26 four Upper Lakers in here and you are crowded. Seven  
27 or eight ships come down and held by fog, all come down  
28 together. And then you are crowded. This anchorage is  
29 a good anchorage, sand, deep enough, 45 to 48 feet of  
30 water and the current is -- when you have to manoeuvre,







1 English

2 turn around the current isn't too bad and then you have  
3 a strong wind, and then you heave an anchor down and  
4 keep turning here. From this anchorage come to buoy 36F.  
5 This is a straight course to McKies Point or Hay  
6 Pointe.

7 Q. This is beginning -- ?

8 A. By buoy 40F there is not much current  
9 in that course. Water is dredged good until we get to  
10 that narrow stretch from Hay Pointe to McKies Point.

11 Q. Is McKies Point indicated on the chart?

12 A. At McKies Point this is a narrow  
13 passage and Hay Pointe to McKies in a downbound traffic  
14 we have to be on the left, sharp current to turn large  
15 ships. You have to go at a moderate speed.

16 Q. Any current?

17 A. Not to speak of. It's

18 Q. It's mainly the narrowness of the  
19 channel?

20 A. Especially at night. From McKies ---

21 Q. How narrow is the channel at that  
22 point?

23 A. 400 to 500 feet. At McKies you  
24 come to Pointe Cassault.

25 Q. Which is abeam. ---

26 A. We have a separate range ---

27 Q. Then you have pointed out what  
28 point? You get to buoy 53E, instead of Pointe  
29 Cassault. You travel from the ranges on Pointe Cassault.

30 A. To buoy 50F. You will notice a





1 English

2 current there on that course and we proceed here at  
3 normal speed. Water is good, wide enough for traffic,  
4 ships clear in water. At buoy 53F we change course  
5 to Pointe Mouillee. For an emergency in fog you can  
6 possibly turn around. There is enough water. It is  
7 wide enough. You can use it for emergency. And then  
8 you have a slight current towards the north here. You  
9 come to No. 6 calling point. This is the point that  
10 you referred to a while ago.

11 Q. What happens?

12 A. When we come to this point ---

13 Q. When you are downbound?

14 A. We have to call Beauharnois dispatcher  
15 giving our location, the draught of the vessel, her  
16 destination and her cargo and then if he has too much  
17 traffic down the canal he might order us to anchor around  
18 here (indicating) or proceed normally if everything is  
19 clear. After we have contacted Beauharnois, we have  
20 to contact again at No. 7 in that red circle.

21 Q. Is that when you are downbound?

22 A. When we are upbound.

23 Q. When you are upbound you have a point  
24 of contact at seven?

25 A. At seven for a dispatcher at Eisenhower  
26 giving him again the destination, our location, the  
27 cargo, the draught and everything that he requires. He  
28 will tell us to proceed at such a speed or slow down  
29 or increase. After you pass point seven, he orders you  
30 to come up. We proceed. This is a good straight course,





1 English

2 current not too hard until we get to Cherry Island.

3 Q. Abeam buoy 69F.

4 A. We will start to notice the current  
5 from the south until we get to the traverse at buoy  
6 72F. This is Pointe Dupuis ranges. We call that  
7 Lancaster.

8 Q. What happens from this point?

9 A. This is a narrow passage. The water  
10 is shallow. The ship won't steer too good and if you  
11 are upbound and a ship is downbound, to make that sharp  
12 curve it is good seamanship for the upbound ship to  
13 wait down -- check his speed and wait down here until  
14 he is through with the passage on account of the bad  
15 steering, shallow water for large ships.

16 Q. How wide is the channel?

17 A. 500 feet and water is 27 feet and  
18 this curve is pretty sharp to keep the ranges in line,  
19 so you have to be careful. It's good manoeuvring to  
20 check the speed, wait until he is through, give the  
21 downbound ship -- the downbound ship always has the  
22 right-of-way. From the traverse, from Lancaster ---

23 Q. We are now proceeding on Exhibit 456.

24 A. From Lancaster to Grape Island

25 Ranges ---

26 Q. Which would correspond to which  
27 buoy?

28 A. 79 -- 81F.

29 Q. From 81F ---

30 A. To 86F you have heading lights, range  
lights that we call Grape Island Ranges.





PB/RPS 1

English

2

Yes?

3

A. These ranges give you the middle of the channel exactly. From 81F to 82F you will notice current from the north.

6

Q. Yes?

7

A. Then you change course and steer on Thompson Island Ranges. Before you are abeam with the Lower Grape Island Range the colour will change from white to red.

11

Q. Which light?

12

A. The lower light, Grape Island Range will change from white to red. That means when you are coming, your ranges are white and when you pass abeam this light is red. You have a white sector, indicates the colour of the light and when you are passing abeam of that light the light will change to red.

18

Q. You are referring to Grape Island Range?

19

20

A. Lower Grape Island Ranges.

21

Q. Lower Grape Island Ranges, yes.

22

A. For a downbound ship you wouldn't see it white. You will see it red.

24

Q. And then?

25

A. The light will change white after he has passed. Again here at these Grape Island Ranges we have a current from the north. That changes at Squaw Island from the south.

27

28

29

Q. To the north ?

30

A. To the north.







1 English

2 From Squaw Island to St. Francis Island the  
3 channel is again narrow and shallow. A ship will squat.  
4 She won't steer good. It is good seamanship to moderate  
5 your ship or steer it. The current from Squaw Island  
6 to St. Francis will drive you from the south and further  
7 up from the north.

8 Q. As indicated in red on the chart.

9 A. At Hylander Shoal and Horseback Shoal  
10 there is a bar coming across the channel, easy to  
11 feel in the ship. The ship wouldn't steer. If you  
12 have to meet another ship there you have to be on the  
13 alert.

14 Q. Would you indicate that bar in green  
15 on the chart?

16 A. After you are up to St. Francis you  
17 are coming to Hamilton Island. At Hamilton there is a  
18 limit of speed again. That is 12 knots an hour depending  
19 on the ship you are on. You are passing close to the  
20 shore and you might make dangers if you are a fast  
21 ship, deep loaded, you will have to go a lot less than  
22 12 knots. You will have to proceed at six, even four  
23 knots on some ships.

24 Q. Does that speed limit apply to all  
25 ships up and downbound?

26 A. All ships up and downbound. It is  
27 limited from Hamilton Island to Snell Island.

28 Q. Further down do you have a speed limit  
29 on Lake St. Francis between St. Francis and Valleyfield  
30 apart from the Seaway Authority limit at Point No. 5?





1 English

2 A. No, we have no limit.

3 Q. Fine.

4 A. From Hamilton Island the rest of the  
5 channel to Snell it is pretty narrow. It is the  
6 narrowest part of the lake.

7 Q. There again what is it, approximately,  
8 how wide?

9 A. 500 feet, 550, some places maybe 600.

10 I don't go that way. You have currents that occur  
11 here at Hamilton Island. The current will push you  
12 to the north. From Hamilton Island your next course . . .

13 Q. The current will push you to the  
14 north or to the south?

15 A. To the south. From Hamilton Island  
16 we come to Stanley Island. This is narrow once again  
17 and the current is there to the north.

18 Q. To the north?

19 A. To the north. If you have to anchor  
20 in an emergency you have to be careful of the electric  
21 cable across the channel, Stanley Island to Renshaw Island.  
22 From Stanley Island you come to Clarke Island. The  
23 current is from the north, quite strong. Meeting  
24 ships again here you have to be on the alert. It is  
25 narrow. The ships wouldn't steer so good. From Clarke  
26 Island we come to Canal Island. There is an anchorage  
27 at that place. If the dispatcher has too much traffic  
28 he might order you upbound or for weather conditions,  
29 to stop at that island. If you are an upbound ship  
30 it will work fine. If you are a downbound ship that has





1 English  
2 to go to anchor in here you don't have much room to turn  
3 around in.

4 Q. Is this natural?

5 A. Yes, it is a natural anchorage. Last  
6 year I was on a ship, turbine ship, the MANCHESTER CITY,  
7 I anchored her for weather, downbound. It took me  
8 three hours and a half to head back down again with the  
9 wind and the current and the room. I had a pretty hard  
10 job. It should be dredged there, larger. From the  
11 anchorage at Channel Island we come to Grass Island.  
12 This again is a narrow passage and the ship wouldn't  
13 steer good. The current is from the north.

14 Q. Is it to the north or from the north?

15 A. From the north.

16 Q. Is this pointing out south?

17 A. (Witness makes a correction on chart.)

18 This is a narrow passage from Grass to Glengarry.

19 Q. Glengarry Point.

20 A. Again above Glengarry you have a  
21 natural anchorage on either side of the channel but only  
22 good for one or two ships. It is narrow. The current  
23 here wouldn't -- your anchorage wouldn't hold so much.  
24 If you didn't keep a good eye you are breaking your  
25 anchor.

26 Q. Is it not as good as the previous  
27 one you just passed?

28 A. We mean the bottom is good but the  
29 current is swift and the anchor wouldn't hold so well.

30 Q. Which direction is the current there?





1 English

2 A. She comes from the north, but in an  
3 emergency.

4 MR. LALONDE: My lord, we still have a  
5 few miles to go. I don't know whether you want to make  
6 them tonight or tomorrow morning.

7 THE CHAIRMAN: We will adjourn now to  
8 tomorrow morning at ten o'clock as usual.

9

10

11 ---WHEREUPON THE HEARING ADJOURNED UNTIL 10:00 A.M.,

12

TUESDAY, NOVEMBER 26TH, 1963.

13

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\* \* \* \* \*

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# ROYAL COMMISSION

ON

# PILOTAGE

HEARINGS

HELD AT  
**MONTREAL**

P. Q.

VOLUME No.:

85 A

DATE:

NOV 26 1963

OFFICIAL REPORTERS

ANGUS, STONEHOUSE & CO. LTD.

BOARD OF TRADE BLDG.

11 ADELAIDE ST. W.

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1  
2 THE ROYAL COMMISSION ON MARINE PILOTAGE

3 Proceedings of the hearing  
4 held at the Old Courthouse  
5 Building, Montreal, Quebec,  
6 on Tuesday, the 26th day of  
7 November, 1963.

8 COMMISSION :

9 The Honourable Mr. Justice Bernier Chairman  
10 Mr. Robert K. Smith Member  
11 Mr. Harold A. Renwick Member  
12 Mr. Gilbert Nadeau Secretary

13 COMMISSION COUNSEL:

14 Mr. Maurice Jacques

15  
16  
17 PRESENT:

18 Mr. Leopold Langlois, Q.C. for the Canadian Merchant  
19 Service Guild  
20 Mr. J. Brisset, Q.C. for the Shipping Feder-  
21 ation of Canada  
22 Mr. C. Mason for the Dominion Marine  
23 Association  
24 Mr. Marc Lalonde for the Federation of St.  
25 Lawrence River Pilots;  
26 Corporation of the Lower  
27 St. Lawrence Pilots; the  
28 Corporation of the Mid-  
29 St. Lawrence Pilots;  
30 the Corporation of the  
Montreal Harbour Pilots;  
the Corporation of the  
St. Lawrence River and  
Seaway Pilots; the Corpor-  
ation of the Upper St.  
Lawrence Pilots.





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<u>NO.</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
806	Certified copy of letters patent as well as additional letters patent changing the name of the Corporation in 1961 and ten By-Laws of the Corporation.	10570
807	A series of letters or photostatic copies of letters filed in a bundle in connection with the establishing of an apprenticeship system in the Cornwall District between the Corporation of the St. Lawrence Seaway Pilots and the Department of Transport proposed for 1963.	10578
808	Bundle of documents including copy of correspondence between the Department of Transport and the Corporation of St. Lawrence River and Seaway Pilots.	10588
809	Bundle of documents entitled part of correspondence between the D.O.T. and the Corporation of the Pilots of St. Lawrence Kingston-Ottawa regarding the compulsory payment of pilotage dues.	10593
810	Minutes of the general special assembly of the Corporation of Kingston-Ottawa Pilots, November 6th, 1957.	10607
811	Photostatic copy of telegram dated 15th of April, 1959.	10611
812	Reproduction of text of three telegrams.	10617
813	Correspondence between the D.O.T., or the Pilotage Authority and the Corporation of the St. Lawrence Kingston-Ottawa pilots concerning the increase in the number of pilots and transportation of the pilots between Cornwall and Snell Lock from May 14th, 1959 to October 27th, 1959.	10619
814	Telegram from Mr. Alan Cumyn dated April, 1959.	10629

\* \* \* \* \*





Montreal, Quebec  
Tuesday  
November 26th, 1963

10485

1 English

2 ---UPON COMMENCING AT 10:00 A.M.

3

4 GILLES PINTAL, Re-Sworn

5

6 CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

7 Q. Mr. Pintal, you had dropped anchor  
8 last night at the anchorage near St. Regis Island.  
9 If there is no fog this morning we will proceed.

10 A. I found this anchorage above  
11 Glengarry Point at buoy 133F, the current sets you to  
12 the south, a slight current and will change at buoy  
13 134F, will set you to the north, slight current again,  
14 and will be increasing at Crab Island. From 136F  
15 to buoy 139F the current is quite strong there. At  
16 this place you have to be very careful with the ships.

17 Then you come to calling point No. 8. At  
18 this point you have come in contact with the dispatcher  
19 at Eisenhower. He will tell you his orders. On this  
20 course you have a set of ranges that we call Raquette  
21 River Ranges. There is also at buoy 142F current  
22 that sets you to the northwest. The line that you  
23 see across the channel at buoy B1 is the boundary from  
24 the United States with Canada and it is the western  
25 limits of my District, just below the line here at  
26 buoy B1.

27 Q. Would you indicate it in blue, please?

28 A. Leaving this at Raquette River Ranges  
29 we change course and arrive on St. Regis Ranges. There is a  
sharp curve. Meeting boats here at this point is still





1 dangerous. On this particular Regis Island we have  
2 lights from the stern, we have also leading lights,  
3 steering lights they are called up on Cornwall Island.  
4 At buoy R6 there is a current that sets you to the north  
5 and at buoy B7 the current will change and set you to  
6 the south again 'til you are up to Raquette Point. This  
7 is a sharp turn again here and any downbound traffic  
8 you have to be careful. From Raquette Point you change  
9 course and we come to buoy B15. You mostly have there  
10 straight currents, head currents.

11 Q. You said you have strong currents  
12 at some place near Cornwall Island. Would you have  
13 any idea of the speed that current would be, approximately?

14 A. Approximately three knots.

15 Q. Approximately three knots.

16 A. Then coming from the lower part at  
17 Pilon Island and up to Cornwall there is a flow from the  
18 River and the traverse -- that makes a current.

19 Q. Now, proceeding on chart Exhibit 457  
20 and you have reached buoy B15. Would you proceed?

21 A. When I pass at Calling Point 8 on  
22 the Raquette River Ranges the dispatcher usually orders  
23 us to call again at Messena bridge for further orders.

24 Q. Which is shown on the chart as the  
25 Cornwall, Messena International Bridge.

26 A. At this point here, at the bridge  
27 we will have to face a very strong current from the  
28 bridge to Snell Lock.

29 Q. Which direction is that current?

30 A. In various directions so it is





1 English

2 recommended that the speed should be reduced around . . .

3 Q. Around what?

4 A. Around B15. As we have a current  
5 of four to six knots we have to keep enough speed to  
6 steer the ship and fight that current. Any traffic  
7 leaving Snell Lock downbound should be met below the  
8 bridge, so we have to work the speed accordingly.

9 Q. Messena Bridge is a very high bridge?

10 A. Yes, high bridge, suspended bridge.

11 I think it has a clearance of 180 feet.

12 Q. Clearance of 180 feet.

13 A. High, above water.

14 Q. Do you have piers on the sides?

15 A. Yes.

16 Q. Are they outside the channel?

17 A. Yes, they are outside the channel  
18 at the edge, and it is about 250 feet wide. Still with  
19 the current it is not a place to leave a ship on account  
20 of the steering.

21 Q. Yes?

22 A. As you are close to Snell Lock you  
23 have to reduce speed but to keep enough to fight that  
24 current. That current is due to the St. Lawrence Power  
25 Dam that you see on the chart.

26 Q. Would you circle it in green on the  
27 chart. It is between the mainland of Ontario and  
28 Barharlt Island as shown on chart Exhibit 451.

29 A. And that current comes from that dam,  
30 from Polly Gut and it is marked on the chart. You can







1 English

2 face currents three to six knots depending on the turbines  
3 or valves up to the powerhouse. You have to face a  
4 strong current.

5 Q. This current would come in kind of  
6 a southerly direction, is that it?

7 A. In a southerly direction.

8 Q. Southeast?

9 A. Southeast.

10 Q. Put it in red, please.

11 A. The current doesn't run in the same  
12 direction all the way from the bridge to the pier. It  
13 makes a kind of circle.

14 Q. Could you roughly indicate the circle?

15 A. From buoy 17 up to buoy R16 the  
16 current will make a circle and head to the north. Last  
17 year and a part of this summer after we were past  
18 R16 we were practically in dead waters, slack waters  
19 we call it, dead waters, from that buoy to the pier and  
20 we could control our ship. We reduced speed to be in  
21 the right position to land on that pier. This summer,  
22 for technical reasons they built another jetty. It  
23 will mark it on the chart.

24 Q. Put it on the chart with green pencil.

25 A. Green pencil.

26 Q. Another jetty would come off . . .

27 A. Coming off this island here, by this  
28 buoy.

29 Q. It is not indicated on the chart -- it  
30 is above buoy R18.





1 English

2                   A.     R18. They built the jetty. They  
3 changed the currents again. As we are closer to the  
4 lock instead of being in slack waters here we are now  
5 facing another current, a fast current that makes a  
6 circle again and it is pretty difficult to have a  
7 good control of your ship then. To fight that current  
8 we have to keep speed and keeping the speed we have to  
9 land on that pier with speed again, so it is dangerous  
10 for landing men as there is no linesmen there again.  
11 If we have a little speed with these big ships it is  
12 more difficult manoeuvring it.

13 There is also ~~after~~ You are inside of the pier through  
14 the Grass River . . .

15                   Q.     Grass River?

16                   A.     That comes out here, the current makes  
17 a circle again and makes it difficult for manoeuvring  
18 around the lock .

19

20

21

22

23

24

25

26

27

28

29

30





R/RPS 1 English

2 Q. Do you know why they built this jetty  
3 you mentioned before above buoy R18?

4 A. Well I don't know. That is a technical  
5 reason. Engineers were making tests all the time to  
6 improve this portion.

7 Q. Is there an anchorage here just below  
8 Snell Lock?

9 A. Oh no, there is no anchorage there.  
10 You have six knot current, four knots. You can't anchor  
11 there. If there is wind, strong wind you might drop  
12 an anchor to help manoeuvring. It's a soft bottom.  
13 It will hold but you can't stay still there. Besides  
14 that, you will be in the channel for any downbound  
15 traffic.

16 Q. Now you say you come to the approach  
17 wall or the pier?

18 A. We are at the pier at Snell Lock.

19 Q. Is that on the north side?

20 A. On the north side.

21 Q. How many ships can you tie up?

22 A. Just one large-sized ship. These  
23 piers are usually 1,500 to 1,600 feet long but in the  
24 middle of those piers there is a limit of approach that  
25 you can't pass so it gives just about your length and  
26 if you have to meet, on account of that current it  
27 makes that difficult.

28 Q. Now you say you land men with landing  
29 booms again. The Seaway does not provide personnel  
30 at the pier?





1 English

2 A. No.

3 Q. Is it as difficult as you mentioned  
4 before at Beauharnois, for instance?

5 A. I would say it is even worse. After  
6 you leave Beauharnois, usually they send the crew to  
7 bed. It's four hours, four and a half hours run. This  
8 is at night. They will send the crew to bed. I mean  
9 ordinary seamen and able seamen and all the help. So  
10 the Captain always asks us to give them half an hour  
11 notice so above the bridge, Massena bridge we tell  
12 our orders to the officers and then they have the crew  
13 up. At night these men get up and go out at the last  
14 minute, half asleep and still dangerous to land them,  
15 land men on the pier on account of the current.

16 Q. Is it because it is more often at  
17 night or are there any other reasons?

18 A. Well I think the men are more lively  
19 in the day.

20 Q. Do you always take the ships inside  
21 the lock?

22 A. Yes.

23 Q. Do you stay on board?

24 A. We are still on board. We have to  
25 wait until the lock is clear and we have a green light  
26 and then we go in with the slowest speed as possible.  
27 I don't know the reason but we seem to go in that lock  
28 faster than you want to. Must be an ebb tide, something  
29 that pushes the ship in faster than you expect, so you  
30 have to be careful with the engines, stopping your ship







1 English

2 away ahead of time before she is right there.

3 Q. How many miles are there from the  
4 boundary lines which you have mentioned before at  
5 St. Regis and Snell Lock where you disembark?

6 A. It is roughly an overlap of six miles  
7 and a half.

8 Q. Is there any particular difficulty  
9 getting ships into the lock itself at Snell?

10 A. Well like I said it has a current  
11 that pushes you in faster than you expect.

12 Q. Once a ship is in the lock, the same  
13 procedure as the other locks takes place?

14 A. You disembark when the ship is high.

15 Q. Where do you go from Snell Lock?

16 I notice you are in American territory there.

17 A. From Snell Lock we have a taxi service  
18 that takes us to Cornwall.

19 Q. Would you indicate on the chart in  
20 green where the pilotage station is in Cornwall itself?  
21 It will approximately show on this chart I suppose?

22 A. You have the St. Lawrence Seaway  
23 Authority administration building. It's around there  
24 (indicating) and then I have a room there in Cornwall  
25 and I wait for a ship.

26 Q. You wait for the next ship?

27 A. For my turn.

28 Q. Is the taxi service always waiting  
29 for you at Snell Lock or do you have to wait sometimes  
30 for a taxi?





1 English

2 Is there always a taxi available at Snell Lock?

3 A. This year it is very satisfactory  
4 service. The taxi that the pilot that relieves me  
5 at Snell usually drives with him and I drive back.

6 Q. Was it not as satisfactory last year?

7 A. It is better this year.

8 Q. Sorry I interrupted you. You started  
9 to say something.

10 A. Well I said from Snell to Cornwall  
11 there is roughly 21 or 22 miles. Takes about 40 minutes.

12 COMMISSIONER SMITH: Captain, following  
13 the course that you have indicated on the chart, how  
14 many statutory miles is it from St. Lambert Lock to the  
15 western end of the Cornwall District?

16 THE WITNESS: I think it is -- the whole  
17 part is 83 miles. If you deduct ---

18 Q. Is that to Snell Lock, 83 miles?

19 A. To Snell Lock. If you deduct roughly  
20 six miles, six and a half miles, that will be 77 miles.

21 Q. This is to the boundary lines at  
22 St. Regis?

23 A. To the western end.

24 COMMISSIONER SMITH: The reason I asked  
25 that question is in some evidence given previously it  
26 was indicated that the District, that is the Cornwall  
27 District is 103 statutory miles. I didn't quite  
28 understand exactly what that meant.

29 Q. Did you give the distance in statutory  
30 miles or in nautical miles?





1 English

2 A. In statutory.

3 Q. It should show on the chart should it  
4 not?

5 A. No, it isn't shown on the chart.

6 Q. Mr. Commissioner it shows on some  
7 St. Lawrence Seaway charts I have seen before.

8 THE CHAIRMAN: We are trying to find out.

9 MR. LALONDE: I notice, Mr. Commissioner,  
10 that in the brief of the Federation they say 83  
11 statutory miles for the Cornwall District and 103  
12 statutory miles for the Kingston District. My previous  
13 witness might have been confused between the two  
14 Districts or might have made a mistake there. It's  
15 the Cornwall to Kingston District which would be a  
16 hundred and three miles and a half.

17 COMMISSIONER SMITH: What this says here  
18 is the pilot pilots a ship from Snell Lock to the west  
19 end of the District and the District is 103 statutory  
20 miles.

21 MR. LALONDE: Well that is correct. If he  
22 pilots from Snell Lock to the western end of the District,  
23 that would be Kingston and that would be 103.

24 COMMISSIONER SMITH: Thank you.

25 MR. LALONDE: And my friend, Mr. Jacques,  
26 states that the St. Lawrence Seaway charts indicate  
27 that there is 83 statutory miles from Snell to St.  
28 Lambert. That is more to the entrance of the Seaway  
29 more than St. Lambert Lock itself.

30 Q. Are there any other difficulties which





1 English  
2 you would meet if you were to pilot a ship downbound  
3 which you have not mentioned before? I notice that  
4 you mentioned a few instances of difficulties if you  
5 were downbound. Are there other difficulties which you  
6 would like to mention or do you think you have given  
7 a fair coverage of these problems you meet?

8 A. I think I have given a fair coverage.

9 Q. If you are called back for a downbound  
10 ship, do you take it in Snell Lock itself or at the  
11 approach wall?

12 A. In the Snell Lock.

13 Q. And once you get down to St. Lambert  
14 Lock where do you leave your ship? In the lock?

15 A. In the lock again.

16 Q. You leave it in the lock and there  
17 you have a Harbour or River pilot take that, I suppose?

18 A. Yes.

19 Q. Montreal, how long previous notice  
20 do you get before you are called on a ship?

21 A. We have two hours notice.

22 Q. How is it at Cornwall?

23 A. We have two hours notice there too.

24 Q. And that is including your 40 minutes  
25 trip from Cornwall to the lock itself? That is, you  
26 are ordered two hours before the actual time you are  
27 asked for the lock itself?

28 A. I am ordered two hours ahead of time  
29 and I leave an hour before the ship is due.

30 Q. At Montreal, how long does it take you







1 English

2 to get from your home, or place you stay, to the lock  
3 in St. Lambert?

4 A. Well fortunately I live right close  
5 to the lock at St. Lambert. Other pilots two hours is  
6 fair enough.

7 Q. How long does it take to make a trip  
8 like the one you mentioned, as an average, in your case,  
9 the approximate time, not tying you down to minutes,  
10 how many hours should we count for a trip from St.  
11 Lambert to Snell?

12 A. Well last year I had recorded my own  
13 and the average trip was 14 hours.

14 Q. Is that from the time you board the  
15 ship at St. Lambert?

16 A. Time you sail the ship.

17 Q. From the time you sail the ship?

18 A. Sail a ship to Snell.

19 Q. If you board a ship, if I understand  
20 well the previous evidence you used to board ships  
21 below St. Lambert Lock?

22 A. Last year?

23 Q. Yes?

24 A. Used to board them in the lock last  
25 year.

26 Q. In the lock itself?

27 A. Yes.

28 Q. So you were practically immediately  
29 sailing at that time?

30 A. That is right.





1 English

2 Q. From the time you board in the lock  
3 itself at St. Lambert to Snell you say it's about 14  
4 hours?

5 A. Well my own, and this year it is even  
6 worse.

7 Q. Why is it worse this year?

8 A. Well there is more traffic or ships  
9 are larger and we have to wait longer for locks. I  
10 have had some trips lately that took 22, 23 hours.  
11 I have some too that last me 10, 12. I mean on the  
12 average it is still again around 14, 15.

13 Q. When you have a trip like this, 22  
14 hours, can you go to bed or rest for a while during the  
15 trip or what?

16 A. Well when it's a long trip like that,  
17 that means we have to anchor someplace for waiting  
18 turn. Well I don't go to sleep at anchor. I like to  
19 keep an eye on the ship and then there is always  
20 radio-telephone calling; the dispatcher calling and  
21 most of the time on these ships when they are anchored,  
22 they leave 3rd mate or 2nd mate on watch and then we  
23 get the language difficulty with the dispatcher and these  
24 officers, so we have to be on the -- if I go to bed,  
25 I might go to bed in the chartroom or wheelhouse, if there  
26 is a bed or a couch there. I don't sleep.

27 Q. Does it happen pretty often that  
28 you have to do something because of language difficulties  
29 with 3rd or 2nd mates being the only persons available?

30 A. Well there is most of the time the





1 English

2 Captain on the run.

3 Q. When you are at anchor, what you  
4 mentioned before, you said that they are at anchor they  
5 usually leave the 3rd of 2nd mate I think?

6 A. Depending on the watch they are  
7 standing on.

8 Q. And you say there might be language  
9 difficulty?

10 A. Well I mean they don't speak fair  
11 enough English or French to contact with the dispatcher  
12 who wants information.

13 Q. Is that a rare occasion or frequent?

14 A. No. It happens often and then they  
15 come and call the pilot. Even the dispatcher asks to  
16 speak to the pilot.

17 Q. How many times do you have to report  
18 by radio-telephone to shore stations while in transit  
19 from Montreal to Cornwall? Minimum?

20 A. To a shore station? To the  
21 dispatching office?

22 Q. To the dispatching office? To lock  
23 masters?

24 A. We have to speak to them several times  
25 for information, calling point and bridges and himself  
26 will call too for giving us orders.

27 Q. Do you communicate yourself directly  
28 with the shore station or is it done by somebody else?

29 A. It is done by the pilot.

30 Q. By the pilot?





1 English

2 A. By the pilot, in 98 per cent of the  
3 cases.

4 Q. You communicate in French or English  
5 or do you use both languages during the transit?

6 A. I use both languages.

7 Q. Where is French used mainly?

8 A. With Beauharnois.

9 Q. Is a knowledge of French useful in  
10 your District for piloting? For transiting?

11 A. It is essential, to my view.

12 Q. What do you say that?

13 A. The large number of lakers and coastal  
14 vessels that speak only French.

15 Q. You mean lakers?

16 A. Yes, lakers.

17 Q. Are you referring to what we call  
18 lake vessels or upper lakers who speak only French?

19 A. They don't only speak French but they  
20 use French quite a lot with the dispatching office  
21 at Beauharnois and with other ships concerning the  
22 traffic.

23 Q. Do you have schooners from lower down  
24 the River in your District?

25 A. Also, and these speak only French  
26 sometimes and even on ocean vessels you would have  
27 French ships and Italian ships that speak better French  
28 than English.

29 Q. When you said you had trips last year  
30 on an average of 14 hours, and that you lately had a







1 English

2 trip of 22 hours, for instance, did that include the  
3 time to get from Snell Lock to Cornwall?

4 A. No. The time I finished it.

5 Q. The time you finished? From the  
6 time you started at St. Lambert and the time you dis-  
7 embarked?

8 A. At Snell.

9 Q. Would you state to the Commission how  
10 long is your navigation season?

11 A. From the 15th of April to the 5th or 6th  
12 of December, depending on the weather.

13 Q. Depending on when the Seaway closes?

14 A. Ice.

15 Q. Do you meet fog or ice during the time  
16 you pilot ships in your District or is ice pretty well  
17 all gone or not started yet?

18 A. No. In the spring, in the early spring  
19 we meet ice and the late fall.

20 Q. We have exempt ships. Do they take  
21 pilots at certain times of the year or under certain  
22 circumstances in particular where they wouldn't take  
23 pilots than otherwise referred to? We have exempt  
24 ships, like lake vessels, for instance which are not  
25 obliged to pay pilotage dues. Do they happen to take  
26 pilots, for instance, if there are no navigation aids  
27 available in the spring or late fall?

28 A. Yes.

29 Q. Does it happen?

30 A. It did happen.





1 English

2 Q. How are telecommunications in your  
3 District?

4 A. Well the communication, the V.H.F.M.  
5 with Beauharnois and Eisenhower Lock are fair enough  
6 but halfway across St. Francis Lake we have to contact  
7 Cardinal on V.D.Q. to send an E.T.A. into the Cornwall  
8 Pilot Office for relief pilot. Well this station is  
9 farther up and most of the time it is pretty hard to  
10 contact.

11 Q. You have dead spots on the Lake  
12 St. Francis?

13 A. We have dead spots on Lake St. Francis.

14 Q. Could you indicate on chart 455 in  
15 green the area where you encounter difficulties in  
16 communicating with shore stations?

17 A. From point six up to Lancaster Bar  
18 I experience difficulties in that section.

19 Q. We will connect these two lines  
20 together. What do you do when you have such troubles?  
21 Do you proceed or what do you do? Do you wait until  
22 you can get communication?

23 A. Well in that case I have to contact  
24 the Eisenhower dispatcher to do it for me but I don't  
25 think he has to do it. He does it to help. What he  
26 does then, he has no telephone in the Cornwall office,  
27 he puts it on the teletype. He puts that E.T.A. on  
28 the teletype.

29 Q. That is, you can communicate by  
30 radio with the Eisenhower -- is it the lock master or what?





1 English

2 A. Dispatcher.

3 Q. The Eisenhower lock dispatcher who  
4 then can communicate with the Pilotage Station?

5 A. He does on the teletype.

6 Q. But you cannot communicate with the  
7 Cardinal Station?

8 A. Not in these dead spots and then I  
9 have to give two hours notice but by the time I reach  
10 Cardinal, in a good spot, it might be too late to have  
11 relief in time so that I contact Eisenhower to pass the  
12 E.T.A. but he don't have to do it. He just does it to help.

13 Q. Is that a pretty frequent occurrence  
14 that you cannot reach Cardinal?

15 A. Very often.

16 Q. To your knowledge has this been a  
17 common experience in your District? Does it happen  
18 with other pilots? Have other pilots complained to you  
19 of the same thing?

20 A. I have heard say so.

21 Q. From your experience do you work more  
22 by night or by day in your District or is it approximately  
23 the same?

24 A. I work more by night. Usually here in  
25 Montreal they unload or load the ships in daytime and  
26 they sail at night.

27 Q. Would downbound traffic be mainly by  
28 day, on the other hand, or is it also at night?

29 A. No, it is also by night. It might  
30 happen they leave other ports in the daytime but we have





1 English

2 more daylight work from Snell down.

3 Q. Do you say you have more daylight work  
4 from Snell down than at ---

5 A. From St. Lambert.

6 Q. Than from St. Lambert upbound. My  
7 question is do you have more daylight work downbound  
8 than night work downbound or do you still have more  
9 night work downbound?

10 A. It's about 50/50.

11 Q. When you became a pilot in your District,  
12 how long did it take before you were allowed to pilot  
13 ships from the time the Department said that they were  
14 interested in employing you as a pilot in the District?

15 A. I became a pilot on probation first  
16 of July.

17 Q. Of which year?

18 A. 1956 and I passed the second examina-  
19 tion on the 16th of November the same year.

20 Q. While you were a probationary pilot,  
21 what did you do?

22 A. I was going with another pilot from  
23 Montreal to Kingston and steering for him to learn.

24 Q. And some steering for him?

25 A. Steering so I could learn.

26 Q. You were acting as a kind of wheelsman  
27 for him at the same time?

28 A. Kind of a wheelsman for him and for  
29 my own experience too.

30 Q. Obviously 1956 you had not the Seaway







1 English

2 at the time, the St. Lawrence Seaway?

3 A. No.

4 Q. You were using the old canal?

5 A. That is correct.

6 Q. In four months and a half you could  
7 train a pilot on ocean-going ships?

8 A. I didn't get your question.

9 Q. Would you say that four months and  
10 a half was enough, in your case for instance to train  
11 a pilot for the Cornwall District?

12 A. Oh certainly not, certainly not for  
13 four months and a half you cannot train a pilot in  
14 these canals.

15 Q. Nevertheless, you were trained in  
16 four months and a half?

17 A. Yes, but they needed a pilot. I  
18 finished my examination at 5:30 at night and they ordered  
19 me at six o'clock for a ship.

20 Q. From your experience in the old  
21 system and the new St. Lawrence Seaway system have  
22 the difficulties increased or have they decreased  
23 comparatively to the old operation?

24 A. Well both of them have difficulties.  
25 The ships were small, the canals were small. Today the  
26 ships are large and the canal is large. Ships are  
27 bigger and it has more difficulty, of course.

28 Q. How long do you think should be the  
29 period before a man should be licensed as a pilot, as  
30 a full pilot let us say in your District from the time





1 English  
2 he has been retained, let us say as an apprentice or  
3 a temporary pilot or a probationary pilot, how long should  
4 it take to train a pilot in your District?

5 A. At least two years.

6 Q. What kind of a system do you think  
7 would be best from your own experience also? That is,  
8 should there be an apprenticeship scheme with younger  
9 men being trained over a number of years with training  
10 similar to the Montreal and Quebec Districts let us  
11 say or kind of a probationary pilot like you were  
12 yourself who has got many years experience on lake  
13 ships for instance?

14 A. Well my own view is younger men should  
15 be trained properly.

16 Q. Why do you say that? What are the  
17 reasons which make you say that?

18 A. Well they won't have to experience  
19 the same things that I have.

20 Q. What do you mean by that?

21 A. Well there is a difference between  
22 handling a lake ship and handling a salt water ship.  
23 The constructions are not the same. The crew are  
24 not trained the same way, the engines are not working  
25 the same way.

26  
27  
28 -----  
29  
30





B/RPS 1 English

2 I should say with the younger men should  
3 learneasier.

4 Q. I want to come back to physical  
5 description of the District. How are navigation aids?  
6 Are ranges all right, buoys all right or do you have  
7 any points you would like to mention?

8 A. There is always room for improvement.

9 Q. Does it happen that you have light  
10 buoys which are reported out of order frequently or  
11 do you have good service from them?

12 A. Yes, our aids to navigation are  
13 missed but when we report them, especially during this  
14 year, I think we have a better service. Last year and  
15 the years before, a couple of times the buoys were  
16 staying out two or three days.

17 Q. Two or three days?

18 A. But this year we have a better service.

19 Q. Is it repaired within 24 hours this  
20 year?

21 A. Yes.

22 Q. I notice there is a channel indicated  
23 on Exhibit 456 from buoy RB136 to the City of Cornwall  
24 which is 27 feet deep, the largest part of it. Do you  
25 still use that channel once and a while?

26 A. I haven't been there for three years.

27 Q. This was, I suppose, the old channel?

28 A. Old canal.

29 MR. JACQUES: Do you still use the old  
30 Lachine Canal?





1 English

2 THE WITNESS: Some ships.

3 MR. JACQUES: Do you?

4 THE WITNESS: I haven't been there since  
5 the opening of the Seaway.

6 Q. I understand however it is still within  
7 your District?

8 A. Yes.

9 Q. Did you have an opportunity to take  
10 a look at paragraphs 100 to 112 of the brief submitted  
11 by the Federation of Pilots to this Commission. The  
12 whole section is entitled Cornwall and Kingston Districts?

13 A. I have read it.

14 Q. You have read it. Does it give  
15 a fair description of the situation as far as your  
16 District is concerned?

17 A. This is a fair description.

18 Q. Do you have any remarks to make about  
19 anything in it?

20 A. No.

21 MR. LALONDE: No. Thank you very much.

22 THE CHAIRMAN: Would you allow me a question  
23 first. When you are in Montreal do you go to the  
24 Pilot Station every time?

25 THE WITNESS: No, I don't go to the Montreal  
26 Pilot Station.

27 THE CHAIRMAN: In a season, for instance,  
28 how often would you call at the Pilot Station in  
29 Montreal or do you go as routine always to your place  
30 of dwelling when you may be in Montreal and then you are







1 English

2 called there by telephone?

3 THE WITNESS: I am called there by telephone.

4 Q. You never report?

5 A. When I disembark a ship at St. Lambert

6 I report my time. Then when I know I am close, if I

7 want to go out for some reason I will call the office

8 and he will tell me the traffic there is coming, approx-

9 imately when I would be called. This is when I am

10 on first in turn.

11 THE CHAIRMAN: Do you go physically to the

12 office?

13 THE WITNESS: No, I wouldn't go to the office.

14 THE CHAIRMAN: At Cornwall do you report

15 to the building there?

16 THE WITNESS: Yes, I go to the office at

17 Cornwall.

18 THE CHAIRMAN: You go often there?

19 THE WITNESS: Every trip.

20 THE CHAIRMAN: Every trip there. I was

21 just wondering how you kept posted with the traffic

22 in your District prior to embarking, prior to taking

23 the ship, how do you know about traffic, do you have

24 to know about it first?

25 THE WITNESS: It is a good idea that I

26 should know. When I come to St. Lambert I ask the

27 lock master.

28 Q. So he gives you a fair idea?

29 A. He gives me a fair idea what is coming

30 down from Beauharnois.





1 English

2 THE CHAIRMAN: He knows?

3 THE WITNESS: He knows, and sometimes I  
4 ask him to call St. Catherines, call the dispatcher.  
5 They have a direct shore line.

6 THE CHAIRMAN: But he does not display a  
7 graph or board where you have at a glance, a picture  
8 of the traffic, conditions of the traffic, you don't  
9 have that?

10 THE WITNESS: No, not at St. Lambert.

11 THE CHAIRMAN: Unless you have asked if he . . .

12 THE WITNESS: He doesn't have to do it.

13 THE CHAIRMAN: With regard to notices to  
14 mariners . . .

15 THE WITNESS: At Cornwall they have them  
16 on the board and then you have the teletype too.

17 THE CHAIRMAN: Therefore you would have to  
18 go to your office to see them?

19 THE WITNESS: Yes.

20 THE CHAIRMAN: Otherwise if you don't  
21 call there you are not posted.

22 THE WITNESS: That is right.

23 THE CHAIRMAN: As a matter of fact do all  
24 pilots go to the office at Cornwall?

25 THE WITNESS: No, I shouldn't say that.

26 THE CHAIRMAN: They don't go to Montreal  
27 either?

28 THE WITNESS: Some of them that live close to the  
29 office might.

30 THE CHAIRMAN: How would they know about





1 English

2 notices to mariners?

3 THE WITNESS: In Cornwall we show them.

4 MR. JACQUES: If they don't go to the Pilot-  
5 age Office in Montreal and they don't go to the Pilotage  
6 Office in Cornwall . . .

7 MR. LALONDE: This is not what the witness  
8 said.

9 THE CHAIRMAN: That is all right.

10 MR. JACQUES: If there is any change the  
11 dispatcher might tell you, Cornwall or Montreal, the  
12 lock master also at St. Lambert.

13 THE WITNESS: That is it.

14 MR. JACQUES: Would the lock master at  
15 Snell Lock provide the same information as the lock  
16 master in St. Lambert?

17 THE WITNESS: Yes. There is a sheet there  
18 at Snell Lock.

19 MR. JACQUES: There is what?

20 THE WITNESS: A sheet.

21 MR. JACQUES: Showing you the traffic?

22 THE WITNESS: Showing traffic.

23 MR. JACQUES: Would that sheet show the  
24 aids to navigation which are out of order?

25 THE WITNESS: No, the dispatcher . . .

26 MR. JACQUES: On that sheet, would that  
27 sheet show aids to navigation that are out of order?

28 THE WITNESS: No, it wouldn't.

29

30





1 English

2 CROSS-EXAMINATION BY MR. MASON:

3

4 Q. Captain, prior to the opening of the  
5 St. Lawrence Seaway lake vessels on the whole were  
6 divided into groups, the upper lakers and the canal-sized  
7 vessels?

8 A. That is right.

9 Q. I gather you were some 20 years with  
10 the with C.S.I?

11 A. That is right.

12 Q. Did you sail as master with that company?

13 A. I never was master.

14 Q. You sailed as first mate?

15 A. For eight years as 1st mate.

16 Q. What type of vessels were you serving  
17 in?

18 A. They were full-sized canal at that  
19 time, they might have been 250 feet.

20 Q. Your experience would be in the canal-  
21 size vessel as opposed to the upper lakers?

22 A. That is correct.

23 Q. Did you have any experience at all  
24 with the upper lake vessels?

25 A. Never.

26 Q. So you don't have experience with the  
27 St. Mary River and the Detroit River?

28 A. Well, yes, these ships were trading  
29 up there.

30 Q. Trading both up there and down on the







1 English

2 canals?

3 A. And down the St. Lawrence.

4 Q. So you had then on the Lakes a  
5 wide experience canalizing and ship handling?

6 A. That is right.

7 Q. How would you compare pilotage on  
8 waters such as the St. Mary River and the Upper Lakes  
9 Rivers, would the current conditions be equivalent?

10 A. Well, the difficulty might not be  
11 the same. I would say it is easier in these rivers  
12 than down here.

13 Q. Do you think it is easier in the St.  
14 Mary River?

15 A. Yes, it is mostly a one-way channel.

16 Q. Vessels are either going upbound or  
17 downbound?

18 A. Yes, different channels so you don't  
19 have the traffic.

20 Q. That isn't the case all the way up  
21 the St. Mary River?

22 A. Most of it.

23 Q. Would the current conditions be more  
24 difficult, would the currents you would encounter be  
25 greater in these other connecting channels than they  
26 would be in the St. Lawrence?

27 THE CHAIRMAN: You say there are different  
28 channels in the St. Mary River. Does that mean that  
29 there are two separate channels with different sets  
30 of range lights and ranges and aids to navigation?





1 English

2 THE WITNESS: Yes.

3 THE CHAIRMAN: So you have two sets of ranges?

4 THE WITNESS: That is right.

5 THE CHAIRMAN: One for the northbound channel  
6 and one for the southbound channel?

7 THE WITNESS: That is what I mean.

8 MR. JACQUES: My lord, I have the American  
9 charts of the St. Lawrence River. If your lordship  
10 wishes they might be filed. They show what the witness  
11 is trying to explain to the Commission, the channels;  
12 one going up and one going down.

13 THE CHAIRMAN: I think you might wait to the  
14 proper time when we are dealing with the District No. 1  
15 pilots.

16 MR. MASON: Q. In any event, Pilot, in  
17 the other connecting channels there are in many places  
18 separate channels for upbound traffic and other channels  
19 for downbound traffic?

20 A. That is right.

21 Q. Coming back to your evidence on the  
22 south shore channel you refer to a number of restrictions  
23 in the channel where there would be spar buoys?

24 A. That is right.

25 Q. And you mention the fact that they  
26 had no light on them.

27 A. No.

28 Q. However these spar buoys would have  
29 light reflectors, would they not?

30 A. Not these.





1 English

2 Q. There is no means of picking it up  
3 with a searchlight at night?

4 A. Oh yes, with a searchlight you could.

5 Q. Is this not normally the case, you  
6 can pick them up with a searchlight?

7 A. Well, when there is traffic it is  
8 not a very good thing to use a searchlight in front of  
9 other vessels.

10 THE CHAIRMAN: I see with regard to the  
11 spar buoys it is marked illuminated?

12 THE WITNESS: Yes, it is marked illuminated.

13 THE CHAIRMAN: You can't see the spar buoys  
14 without lights?

15 THE WITNESS: No, we don't see them.

16 THE CHAIRMAN: You don't see them at night.

17 THE WITNESS: You might see them when you  
18 are abeam if you go out and take a look.

19 MR. MASON: Q. You referred then to the  
20 question of linesmen, Pilot, and indicated that in your  
21 opinion this was a very dangerous practice. In your  
22 experience on the lakes, on lake vessels, in canaling,  
23 did you ever encounter any accidents involving the  
24 use of the landing boom?

25 A. Using a landing boom with any ship  
26 is dangerous when you send a man out at the end of a  
27 rope. It is always dangerous.

28 Q. My question was though, in your  
29 experience with the lake vessels did you encounter  
30 any accidents in using the landing boom?





1 English

2 A. Slight accidents, maybe.

3 Q. Nothing serious?

4 A. Nothing serious.

5 Q. Would you say by virtue of the  
6 design of the lake vessels it is easier?

7 A. I would say by the structure of the  
8 ship it is.

9 THE CHAIRMAN: Wouldn't the unreasonable  
10 use with the landing boom be caused because they didn't  
11 use the proper device?

12 THE WITNESS: It might be a proper device.

13 THE CHAIRMAN: A man hanging from rope?

14 THE WITNESS: The boom itself.

C2 15 THE CHAIRMAN: But they hang from ropes.

16 THE WITNESS: At the end of the rope there  
17 is a little wood board that they can put their foot on.

18 THE CHAIRMAN: Do they use it?

19 THE WITNESS: If they are awake, yes,  
20 sometimes they get out in a hurry.

21 THE CHAIRMAN: And just grab the line and  
22 swing on the pier?

23 THE WITNESS: Sometimes the wind pushes  
24 them back on the ship side. It is a dangerous practice.

25 THE CHAIRMAN: If they were using a line  
26 with the board in the proper manner the danger would  
27 be less?

28 THE WITNESS: Yes, but still if the rope  
29 breaks or something, I would say it is a dangerous  
30 practice on the whole.







1 English

2 MR. MASON: Q. Have you ever run into an  
3 occasion where the rope has broken?

4 A. No, the only occasion I ran into was  
5 what I mentioned yesterday.

6 Q. If the boom is positioned properly --  
7 I will change my question, would you not think a lot  
8 depends on the positioning of the land boom as to whether  
9 is a safe device?

10 A. Usually they put them at the best  
11 place they can. If it is used properly it will work,  
12 but an accident might occur.

13 Q. I would understand from your evidence  
14 that there is some dissatisfaction among the pilot as  
15 to the control of traffic in the Beauharnois control  
16 area; is that correct, i.e., if you are leaving or  
17 navigating in the area of St. Lambert you are still  
18 under the control of the dispatcher at Beauharnois?

19 A. Yes, that is right.

20 Q. Is this a good situation or a bad  
21 situation?

22 A. Well, a dispatcher for each canal would  
23 be better. A dispatcher at St. Lambert and one at  
24 Beauharnois would be better.

25 Q. In other words you feel that perhaps  
26 traffic in the St. Lambert or St. Catherine area could  
27 be better-controlled by a dispatcher in that area?

28 A. That is correct.

29 Q. In the American lakes traffic is  
30 controlled, is it not, by a dispatcher who can see the





1 English

2 position of the ships in the area?

3 A. That is correct.

4 Q. You are quite satisfied, although,  
5 this really isn't in your District, with the control  
6 of traffic at Snell Lock?

7 A. I would say it is better.

8 Q. Better than in St. Lambert?

9 A. Those two locks are only three miles  
10 apart and with good visibility a dispatcher will see  
11 movements of ships and control it better.

12 Q. Because he is situated in a position  
13 where he can see the vessels?

14 A. That is correct.

15 Q. Coming to Beauharnois is the dispatcher  
16 located in a position where he can see traffic or not?

17 A. Not, no.

18 Q. Do you know if it would improve the  
19 control of traffic in the Beauharnois area if the  
20 dispatcher were relocated to a position where he could  
21 see the vessels?

22 A. It would be more efficient.

23 Q. I also understood that in your opinion  
24 it would improve matters generally if you were able  
25 to communicate with the operator of the railway bridge  
26 as by radio-telephone?

27 A. It is a very important matter as  
28 far as I am concerned.

29 Q. On what date does the Seaway Authority  
30 commence to remove the buoys from the canals?





1 English

2 A. They have no specific date in my  
3 District.

4 Q. Do they commence to remove the buoys before  
5 the closing of navigation or are they all removed  
6 after the closing of navigation?

7 A. I don't remember.

8 Q. What is the maximum current, the  
9 velocity of the current that you would encounter in your  
10 District?

11 A. Maximum?

12 Q. Maximum.

13 A. Five to six knots.

14 Q. Five to six knots. In what particular  
15 area would this be, Beauharnois?

16 A. This will be at Snell Lock, and then  
17 at Beauharnois we have about four.

18 Q. Just clarifying one point, you refer  
19 to a short bend at Hay Point on chart 1412 which is  
20 Exhibit 455, am I not mistaken that certain dredging  
21 has been done there this season?

22 A. Yes, it has been done and the buoys  
23 have been put in place and now it is better.

24 Q. Is it satisfactory now?

25 A. It is satisfactory.

26 Q. However you feel that the anchorage  
27 immediately east of buoy 43F could be enlarged?

28 A. That is correct.

29 Q. Now, Pilot, you refer to the difficulties  
30 that vessels encounter, you encounter taking vessels





1 English  
2 in at tie-up walls or locks due to the wind, and I wonder  
3 if you can tell the Commission if anything is being done  
4 by the Authority to assist in this situation, i.e.,  
5 are they constructing any wind-breaks or anything like  
6 that?

7 A. Not that I know of.

8 Q. You are not aware if fast growing  
9 trees are being planted?

10 A. Little trees are being planted last  
11 year.

12 Q. By virtue of their design, again,  
13 the lake vessels would be easier to take into tidal walls  
14 or locks because they don't have a wind area?

15 A. On account of their low structure  
16 they might be easier.

17 Q. Referring to the training dyke at  
18 Poll Gut, I gather this dyke has been constructed  
19 this year, am I correct in assuming that this dyke  
20 has been constructed from the island to the existing  
21 dyke?

22 A. No, there is an open space between  
23 when you get along to this new jetty that is built  
24 from the island, extending quite a few feet to the open  
25 water.

26 Q. And the situation is worse now than  
27 it was before?

28 A. Yes, it is.

29 THE CHAIRMAN: You have the currents from  
30 both sides, do you have it from Grass Island?







1 English

2 THE WITNESS: From Grass Island comes out  
3 from the left.

4 THE CHAIRMAN: Also . . .

5 THE WITNESS: And also from St. Lawrence  
6 Power Dam.

7 THE CHAIRMAN: Before the jetty there was  
8 another kind of deflector, wasn't it?

9 THE WITNESS: Yes.

10 THE CHAIRMAN: I take it they added something  
11 to this?

12 THE WITNESS: Yes.

13 THE CHAIRMAN: And it is worse now?

14 THE WITNESS: It is worse now.

15 THE CHAIRMAN: Do you still have ships  
16 upbound, do you still have current coming from the star-  
17 board side?

18 THE WITNESS: Yes.

19 MR. MASON: Q. I think you mentioned, Pilot,  
20 that your average trip duration was some 14 hours upbound  
21 last season and your average trip duration might be  
22 22 hours this season?

23 A. No, I didn't say the average. I said  
24 I had a few trips lately that were over 20 hours due  
25 to traffic.

26 Q. Due purely to traffic, not the weather?

27 A. On one occasion weather.

28 Q. On one occasion weather. How many  
29 occasions, other occasion would there be when you had  
30 a trip that lasted 20 hours?





1 English

2 A. A few occasions.

3 Q. A few occasions?

4 A. In the peak of traffic.

5 Q. Do you know what caused these delays  
6 other than just saying traffic?

7 A. Traffic.

8 Q. Just the number of ships using the  
9 system?

10 A. That trip I refer to, I went at  
11 anchor at Beauharnois and there were nine ships ahead  
12 of me.

13 Q. You don't know why there were nine  
14 ships ahead of you?

15 A. Maybe the day before there was bad  
16 weather and the ships were caught in the fog and so the  
17 ships weren't sailing and they all piled up at the same  
18 time.

19 Q. The delay was really caused in the  
20 first instance by weather?

21 A. Weather or some conditions.

22 Q. Prior to the opening of the St.  
23 Lawrence Seaway was the French language ever used  
24 for controlling traffic between Kingston and, say,  
25 Montreal?

26 A. Yes, I remember it was at Soulanges.

27

28

29

30





/RPS 1 English

2 Q. Do you have any pilots in your District  
3 who are not fluent in French, or are they all fluent  
4 in French?

5 A. Most of them.

6 Q. There might be ---

7 A. Two or three pilots.

8 Q. Who just speak English?

9 A. Yes.

10 Q. So a knowledge of French really is  
11 not essential in this area. It might be useful.

12 A. Well I would say it is essential.

13 Q. If these one or two people are piloting  
14 ships and getting by with just English it cannot be  
15 essential. Do you agree with me?

16 A. They might not speak it but might  
17 understand it.

18 Q. In any event, there are one or two  
19 pilots who are not fluent in French?

20 A. Yes.

21 Q. Now you also stated that you were  
22 doing more piloting upbound at night and that the reason  
23 for this perhaps was that they were loading in the  
24 daytime. Is that right?

25 A. I said that. The ship might come  
26 in Montreal in the morning and discharge cargo, load  
27 cargo and then sail at night.

28 Q. The St. Lawrence Seaway system is  
29 a controlled system and can only pass so many ships  
30 through it. Is that right?





1 English

2 A. Would you repeat please?

3 Q. The St. Lawrence Seaway system is  
4 a controlled system. In other words, they will only  
5 let so many ships in at a time?

6 A. Yes.

7 Q. Now surely there must be an equal  
8 number of ships going up in the daytime as at nighttime?

9 A. Well sometimes the traffic is  
10 light. Maybe three or four hours in the afternoon that  
11 you have no ships and then around six o'clock or seven  
12 o'clock at night, five or six lakers, upper lakers or  
13 canal boats are finished with the grain elevators  
14 and if you have a few downbound ships, still at night,  
15 too you have a congestion right there.

16 Q. But in any event you feel that you  
17 make more upbound trips at night and more downbound  
18 trips by day?

19 A. This year it has been my case.

20 Q. That is just this year or every year  
21 is this the case?

22 A. I would say more at night than  
23 day.

24 Q. Upbound?

25 A. Upbound.

26 MR. LALONDE: I think my friend misinterpreted  
27 the evidence before saying that downbound there were  
28 more ships by day. I examined the witness at length  
29 on this. He said in his opinion it was about 50/50.

30 THE CHAIRMAN: 50/50 downbound?







1 English

2 MR. LALONDE: Yes, that is what he said before.

3 THE CHAIRMAN: Upbound would be mostly at  
4 night.

5 MR. LALONDE: Well he said more at night,  
6 anyway. I don't know if it is mostly.

7 Q. Now you were talking about aids to  
8 navigation and you said there was always room for  
9 improvement, of course. Hasn't there been a considerable  
10 improvement since the Seaway opened in aids to  
11 navigation?

12 A. Yes, there has.

13 Q. And in the Seaway facilities, such  
14 as fending of lock walls?

15 A. Yes.

16 Q. Thank you.

17 MR. LALONDE: My lord, could we take this  
18 time for adjournment?

19 THE CHAIRMAN: We will take a recess of a few  
20 minutes now.

21  
22 ---A SHORT RECESS.

23  
24 ---FOLLOWING THE SHORT RECESS:

25  
26 CONTINUATION OF CROSS-EXAMINATION BY MR. MASON:

27  
28 A. I just have one last question, if I  
29 may. I notice on the course let us say between buoy 105F  
30 and 115F on Exhibit 456 that the depth of the channel is





1 English  
2 shown as 27 feet and I notice also that on all the  
3 other courses the depth is shown as 27 feet. Now is  
4 this the case on all the Seaway charts that only this  
5 one depth is shown?

6 A. It is the case.

7 Q. What do you understand by 27 feet?

8 The limiting depth, the controlling depth or what sort  
9 of depth?

10 A. Minimum depth.

11 Q. Minimum depth. Do you think it  
12 would be advantageous to you as a pilot of a vessel  
13 to have the actual depth shown on these courses?

14 A. It would be.

15 Q. Thank you.

16 THE CHAIRMAN: What would be the advantage?

17 THE WITNESS: Well when a ship is travelling  
18 at full speed, if you had the right depth it might help  
19 to control this speed before.

20 THE CHAIRMAN: On account of the squat?

21 THE WITNESS: Squat and steering.

22 THE CHAIRMAN: The more water you have  
23 under your keel, the better is the steering?

24 THE WITNESS: That is correct.

25

26 CROSS-EXAMINATION BY MR. BRISSET:

27

28 Q. Pilot I am advised that you have the  
29 reputation always of being a very able and competent  
30 pilot in your District and I am sure you do not object





1 English

2 to this remark that I now make.

3 A. (No answer.)

4 Q. Still Pilot I understand from your  
5 evidence that you did not consider that your training  
6 of four months and a half was quite sufficient. Is  
7 that correct?

8 A. This is correct.

9 Q. You had told us that your previous  
10 experience had only been on board lake vessels, small  
11 canalers and I took it from your evidence that one of  
12 the deficiencies that had to be corrected was to know  
13 how to handle ocean ships that do handle quite differently?

14 A. That is correct.

15 Q. Captain, keeping this in mind, would  
16 you think that candidates who would have been masters  
17 of ocean vessels prior to applying to be pilots, as  
18 most of the candidates of the Harbour of Montreal were  
19 when they underwent their training in 1957, would be  
20 better candidates in your District than a man who has  
21 only had, like you, experience on lake vessels?

22 A. You mean a man that has been on  
23 ocean vessels all the time?

24 Q. Yes? That has been master of ocean  
25 ships and has handled ocean ships for some years before  
26 applying to be a pilot. Would you think he would be  
27 a better candidate, having this experience which you  
28 did not have when applying to be a candidate yourself?

29 A. I wouldn't think so.

30 Q. Well why then did you say that, or point





1 English

2 out to the Commission that ocean ships do handle differ-  
3 ently and that is where you gain experience in order to  
4 become a good pilot in your District? Why did you mention  
5 this?

6 A. Well because all the experience was  
7 on lake ships. As far as the River is concerned it is  
8 the same experience. The handling of a ship, salt water  
9 ship and handling a lake ship is different. The basic  
10 principles are the same maybe, but as I said, the  
11 structure of those ships, the engines are different.

12 Q. You are aware aren't you that most  
13 of the candidates that applied in 1957 to handle ships  
14 in the Harbour of Montreal were masters who had had  
15 experience in handling ocean ships?

16 A. I am aware.

17 Q. Are you also aware that one of the  
18 main reasons why their period of apprenticeship was  
19 rather short in the Harbour of Montreal was because of  
20 their previous experience in handling ocean ships?

21 A. Yes.

22 Q. In other words it is a bit the same  
23 problems or the same requirements that you need in your  
24 District (as) you would need in the Harbour of Montreal  
25 since you have to handle ships into locks which is  
26 something like handling ships into berths. Do you  
27 agree with that? There is some similarity in the  
28 type of work you are doing as compared to the work  
29 of the port pilot ?

30 A. Oh there is quite a difference.







1 English

2 Q. There is I assume a difference when  
3 you get into the channels of say Lake St. Louis and  
4 Lake St. Francis. This is pilotage more than ship  
5 handling?

6 A. Yes.

7 Q. But in the canals it is mostly ship  
8 handling that you are concerned with? In the canals  
9 and in the locks?

10 A. Yes.

11 Q. That is so. I have been through the  
12 list of casualties, Pilot, that are before this  
13 Commission and I find that in spite of your limited  
14 training period you do not appear to have been involved  
15 in any accident until 1960 so you were fully able to  
16 handle yourships even in the first years.

17 A. I was lucky.

18 Q. You were lucky. In fact, I notice that  
19 you had only two casualties, one in 1962 involving the  
20 vessel DIVINA and one in 1962 involving the vessel  
21 EXIRIA. Am I right in understanding they were rather  
22 minor casualties?

23 A. The EXIRIA was not a casualty. I  
24 made a report but it was not a casualty.

25 Q. In other words it was very minor,  
26 if anything at all?

27 A. It's exactly what I said yesterday  
28 in the statement about the ship that I had to turn  
29 around in the Beauharnois canal and go back on the  
30 lake to proceed back down again. In turning around in





1 English  
2 that current I put her stem on the ground and swung  
3 her around on her anchor at the same time. I made a  
4 report because I grounded her myself.

5 Q. Just in case there might be damage  
6 later on which did not turn up to be the fact.

7 A. I made a report. The DIVINA I  
8 hit the bridge. It was not in this District. I hit  
9 the bridge at Prescott on account of the steering and  
10 gear trouble.

11 Q. Now Pilot you told us that before you  
12 started your training, after you completed your training  
13 you went before a Board of Examiners to be examined?

14 A. Yes.

15 Q. That is on two occasions?

16 A. Two occasions, right.

17 Q. Would you tell us how this Board of  
18 Examiners was composed at the time?

19 A. Yes. There was the Superintendent of  
20 the Pilotage, Mr. Melanson. There was Captain Jones  
21 from Ottawa, from the Department of Transport. There  
22 was Jean Marchand from the Montreal Harbour Board.

23 Q. From the Montreal Harbour Pilots?

24 A. Harbour Pilotage. There was Captain  
25 Barrett from the companies. There was Captain Ferguson  
26 also from the companies.

27 MR. LALONDE: Could the witness say what  
28 Mr. Barrett was doing at the time? Was he a captain?

29 THE WITNESS: I couldn't tell you that.

30 Q. Is it not a fact that Captain Barrett and





1 English

2 Captain Ferguson were representing the Shipping Federation  
3 of Canada or the shipping industry?

4 A. I presume it was the shipping industry.

5 Q. Did you find anything wrong at the time  
6 in having those two representatives of the shipping  
7 industry as a minority on the Board of Examiners?

8 Well did they treat you well?

9 A. They never asked me any questions.

10 Q. They kept silent??

11 A. Kept silent.

12 Q. They did not block you?

13 A. They did not block me but I still  
14 don't understand their presence in there.

15 Q. Did you object to their presence?

16 A. I couldn't.

17 Q. But did you find anything wrong in  
18 their being present?

19 A. Well I don't see any reason for them  
20 being there.

21 Q. They were not anything like the  
22 monster that sometimes pilots are inclined to describe  
23 the shipping industry representatives that attend  
24 examinations of pilots?

D2 25 A. I don't quite understand the question.

26 MR. LALONDE: I object my lord for reasons  
27 that I have not seen the monster yet but if my friend  
28 is willing to bring it along, maybe the witness would  
29 have some reaction which would identify it.

30 THE CHAIRMAN: That was more a statement than





1 English

2 a question.

3 Q. Pilot during the off-season, that is  
4 during the wintertime have you had occasion to attend  
5 meetings with Seaway personnel in order to get acquainted  
6 with the changes that might have been made in the  
7 Seaway system and also to be advised by the Seaway  
8 Authority of steps that could be taken to improve the  
9 deficiency of the Seaway system? Have you had occasion  
10 to attend meetings?

11 A. I never attended meetings with the  
12 Seaway Authority.

13 Q. Would you think there would be an  
14 advantage if, during the off-season particularly, pilots  
15 operating in your District were attending meetings with  
16 the Seaway Authority in order to keep abreast of what  
17 is going on and what improvements are sought to be made?

18 A. I certainly would.

19 Q. You would agree with that?

20 A. I would.

21 Q. In other words, since this has not  
22 been done in the past you would agree that there would  
23 be advantage in having a closer co-operation between  
24 the Seaway Authority, which is administering the system,  
25 and the pilots that have to serve in that system and  
26 assist the ships to go through? You would agree?

27 A. Anything that will help me do my  
28 work, I will agree.

29 Q. You have spoken of the radio-telephone  
30 in use on vessels transitting your circumscription. Do you







1 English

2 find there is a great advantage in having the ships  
3 fitted with radio-telephone?

4 A. Of course.

5 Q. Is it used extensively?

6 A. Yes.

7 Q. Let us illustrate this. Let us suppose  
8 you come to a sharp bend where you do not see what is  
9 coming from the other side. Would you, as a general  
10 rule, then place a security call whether you are upbound  
11 or downbound?

12 A. We do that sir.

13 Q. If you are, say, the upbound ship  
14 and you are approaching a sharp curve where it is  
15 dangerous to meet vessels and in answer to your security  
16 call you get a reply from a downbound ship, would you  
17 normally wait below the curve to avoid meeting in the  
18 curve?

19 A. Whichever is the case. I would slow  
20 her down or speed her up to meet in the right place  
21 at the right moment with another fellow coming.

22 Q. In other words, this is a particular  
23 instance where the use of the radio-telephone proves  
24 to be extremely helpful doesn't it?

25 A. This is one of them.

26 Q. And is it the general practice of the  
27 pilot, I am speaking not only of you but your knowledge  
28 of what other pilots do, that this is done?

29 A. It is a general practice.

30 THE CHAIRMAN: While we are on the subject





1 English

2 there, for instance, where you had to ground your ship  
3 in order to turn around in the channel at one place  
4 you mentioned before, while doing this manoeuvre did  
5 you put a security call to inform possible traffic?

6 THE WITNESS: Yes. I was in the limits  
7 of the Beauharnois canal and every movement there had  
8 to be called on the phone.

9 THE CHAIRMAN: So you could communicate  
10 in a case like that and you would communicate?

11 THE WITNESS: I did, and the dispatcher  
12 sent a message on the air that I was turning at such a  
13 place. In fact it was busy 33B.

14 Q. In fact, if within the system you  
15 have to drop an anchor for one reason or another because  
16 of manoeuvring necessities or because of emergency,  
17 will you use the radio-telephone to report that you  
18 are doing this?

19 A. I will.

20 Q. You will inform not only the other  
21 ships around but also the dispatcher would you?

22 A. Also.

23 Q. Now you have mentioned that at times,  
24 particularly while you were at anchor where there would  
25 be one of the officers on watch there might be language  
26 difficulties in connection with the use of the radio-  
27 telephone. Is it not a fact Pilot that if there is  
28 nobody speaking English on board a ship going through  
29 the system, the ship has to engage the services of a  
30 radio-telephone operator in Montreal before proceeding





1 English

2 up the Seaway?

3 A. I don't know if the ship has to engage  
4 one.

5 Q. But you know this is done?

6 A. This year I never had any.

7 Q. You did not have a ship where a  
8 radio-telephone operator put on board in Montreal was  
9 there?

10 A. I did not see any this year.

11 Q. Are you aware, for instance, that  
12 generally Japanese vessels do employ the services of  
13 a local radio-telephone operator before proceeding up  
14 the Seaway?

15 A. Last year I had a Japanese ship and  
16 he had a radio operator.

17 Q. A radio operator who was taken on  
18 board at Montreal? Correct?

19 A. Correct.

20 Q. And remained on board the ship all  
21 through the voyage through the Lakes?

22 A. I don't know. As far as Snell  
23 okay.

24 Q. You were on board during the passage  
25 through your circumscription?

26 A. Through my District, yes.

27 Q. Now when such a radio-telephone  
28 operator is on board, I take it that he is the one  
29 handling the telephone most of the time?

30 A. He is.





1 English

2 Q. You give him instructions and he  
3 reports back to you?

4 A. Sometimes I give him orders and other  
5 times I do it myself.

6 Q. You might do it yourself if the  
7 occasion arose. During your trip upriver that you  
8 described to us yesterday, you referred to buoys. Are  
9 some of these buoys fitted with radar reflectors?

10 A. Yes, some of them have reflectors.

11 Q. Do you find these radar reflectors  
12 useful in your work?

13 A. They are.

14 Q. Do you usually keep the radar on  
15 whether the weather is good or whether the weather is  
16 bad, particularly at night?

17 A. Once in a while, for my own experience  
18 -- if I want to check a certain point in daytime I  
19 will ask for it, the radar. Otherwise it might be  
20 shut in normal conditions.

21 Q. In other words, the radar is also  
22 of great assistance to you in your pilotage work?

23 A. It is a great aid to navigation.

24 Q. Have you any recommendations to make  
25 with respect to radar reflectors on buoys? Do you  
26 consider that more should be installed or are you  
27 satisfied with the present setup?

28 A. These reflectors are mostly placed  
29 on buoys at the turning point.

30 Q. Do you find this system generally







1 English

2 satisfactory?

3 A. Satisfactory.

4 Q. Now you have also spoken of ranges  
5 and leading lights at some places throughout your  
6 District. Am I right in understanding that these are  
7 installed as guides on reaches where they can, of course,  
8 be most useful?

9 A. That is correct.

10 Q. In other words you won't have those  
11 ranges, I take it, or leading lights in the canals  
12 themselves but when you get say on the Lakes like  
13 Lake St. Francis, Lake St. Louis you will have ranges  
14 and leading lights?

15 A. We have none on Lake St. Louis but  
16 some on Lake St. Francis.

17 Q. And further up, as you come nearer  
18 Snell Lock, there are also leading lights and ranges  
19 in that stretch?

20 A. That is correct.

21 Q. Above Lake St. Francis up to Snell?

22 A. That is correct.

23 Q. Have you any recommendations to make  
24 in respect to these leading lights or ranges or do you  
25 find the present system satisfactory for pilotage  
26 purposes?

27 A. Yes, the range lights, as long as  
28 a ship is coming, won't keep them for himself; they are  
29 in the centre of the channel.

30 Q. They would indicate what you consider





1 English

2 to be the centre of the channel?

3 A. I meet on several occasions large  
4 lake vessels that keep them in line so we have to go  
5 around them.

6 Q. Do you not keep them in line yourself  
7 as you are proceeding on them?

8 A. Yes. If I am alone in the channel  
9 I will keep them in line but when I have to meet  
10 somebody, well one of the two have to get out.

11 Q. Isn't it the normal practice when there  
12 is a meeting to be made for the two that have been  
13 keeping the range lights in line to both give way and  
14 manoeuvre and both towards their own side in order to  
15 affect a safe meeting? Isn't that the practice?

16 A. It should be the practice but some  
17 vessels, specially those larger lakers, upper lakers ---

18 Q. You feel wait too long?

19 A. I wouldn't say it is a lack of  
20 knowledge of incompetence, I would say they are not very  
21 generous and it is poor navigation.

22

23

24

25

26

27

28

29

30





RPS

1 English

2 Q. ~~Tom~~ come back to these leading lights  
3 and ranges again, what I was asking you was whether  
4 you had any recommendations to make to improve the  
5 present system or whether you are satisfied with the  
6 present system?

7 A. I am satisfied with the present system.

8 Q. In other words you wouldn't recommend  
9 that other ranges or leading lights be installed, that  
10 there are a sufficient number at the present time ?

11 A. There is always room for improvement.

12 Q. There is always room for improvement.

13 A. In the channel.

14 Q. Would you agree in this regard, this  
15 might be a topic that could advantageously be discussed  
16 by the pilots and the Seaway Authority, for instance?

17 A. It would be, yea.

18 Q. You have spoken, Pilot, of the practice  
19 of landing men on wharves and have described this  
20 practice as a dangerous one. Would you agree with me  
21 that some qualifications might perhaps be made in your  
22 statement. I would like to illustrate this: let us  
23 assume you have a lake vessel fully loaded, would you  
24 agree that it is much easier to land a man from this  
25 vessel than it would be from a light ocean vessel,  
26 very high forward?

27 A. Yes, it might be easier to land him,  
28 but the danger still stays there. If the rope is  
29 wet or the line breaks, even on a laker or salt water  
30 it is dangerous.





1 English

2 Q. Why do you always say if the line  
3 breaks. Personally in the four years that the Seaway  
4 have been in operation I have never known any  
5 case of a line breaking. Have you any instances  
6 yourself of a line at the end of a landing boom breaking?

7 A. I never had any experience myself.  
8 It could happen if the line got caught someplace.

9 Q. However would you agree after the  
10 illustration I have given you that there are degrees  
11 in the qualifications you have given to this practice  
12 as being a dangerous one. It might be dangerous under  
13 exceptional circumstances, but in others it might  
14 certainly be less dangerous. Would you agree with that,  
15 at least?

16 A. Some degree, yes.

17 Q. How many men do you usually land  
18 for the purpose of tying up to an approach wall?

19 A. Usually two. It depends on the size  
20 of the ship and the size of the line.

21 Q. In certain cases you would only  
22 land one, would you?

23 A. Very seldom.

24 Q. In other cases you would land two?

25 A. Ordinarily.

26 Q. It is normal to land two men.

27 A. In normal conditions.

28 Q. Now, in practice, Pilot, if say because  
29 of the trim of the ship or very bad weather conditions  
30 or high wind, if you felt that it was particularly dangerous







1 English

2 to land a man at the approach wall would you think you  
3 could get assistance from the personnel of the Seaway  
4 Authority to provide you with a man in those exceptional  
5 circumstances to take the ship lines if you were to  
6 ask the dispatcher, for instance, over radio-telephone  
7 before taking your ship to the wall?

8 A. I don't think so.

9 Q. You never had done it in the past?

10 A. No.

11 Q. In other words you have never felt  
12 that a situation of danger arose that was such that you  
13 should do that?

14 A. The service was rendered to me once  
15 at Snell Lock. I was piloting one of these Liberty  
16 ships, light. There was a strong wind and I was too  
17 late for an anchorage and the dispatcher at Beauharnois  
18 called me and told me he was going to send a truck  
19 down with a linesman, but they didn't have to do it.

20 Q. But they did it as a service?

21 A. Once, three years ago.

22 Q. Pilot, you have spoken of the taxi  
23 service at Snell Lock to take you to the docks from  
24 Cornwall or take you back from the dock to Cornwall,  
25 or vice-versa, I have forgotten what I said first.  
26 Who is paying for this taxi service, pilot?

27 A. I don't know. It is through the  
28 Department of Transport. I don't know.

29 Q. You are not aware that this service  
30 is furnished by the Shipping Federation of Canada?





1 English

2 A. It could be.

3 Q. At all events it doesn't cost anything  
4 to the pilots?

5 A. No.

6 Q. In 1959, Pilot, when the question of  
7 dividing the District in two, the Montreal-Kingston  
8 District in two came up, were you aware or made aware  
9 that the Shipping Federation had offered to provide a  
10 boat and taxi service for the relief of the pilot at  
11 the limit, western limit of your District, at St. Regis  
12 Island? Were you made aware of this?

13 A. 1959 -- I am sorry, I was sick for the  
14 whole season.

15 Q. Did you hear about it though??

16 A. No, I didn't hear about it.

17 Q. Are you made aware of the reasons why  
18 the pilots at that time would have refused to accept  
19 this service?

20 A. I am not aware of their reasons but  
21 I don't think -- I don't know what happened then. I  
22 couldn't say.

23 Q. Yourself personally, would you object  
24 to the relief being made at the Western limit or near  
25 the western limit of the District rather than at Snell  
26 Lock? through a boat in the vicinity of St. Regis Island  
27 and then by taxi back to Cornwall or vice-versa?

28 A. If it is possible I wouldn't care.

29 Q. You have no objection?

30 A. As far as I am concerned, no.





1 English

2 Q. In other words this would be just  
3 as satisfactory to you as the present service from  
4 Snell Lock?

5 A. At the present time, yes.

6 Q. I beg your pardon?

7 A. At the present time.

8 Q. At the present time it would. However,  
9 you are at the moment taking any ship either upbound  
10 or downbound to pilot herfor some distance outside  
11 the limits of your District?

12 A. That is correct.

13 Q. By going from St. Regis to Snell Lock  
14 and vice-versa?

15 A. That is correct.

16 Q. Have you any objection, and I am  
17 speaking of yourself personally, to this present practice?

18 A. I should get paid more.

19 Q. You feel you should get paid more?

20 A. If I am doing an overlapping.

21 Q. I suppose you feel that the other  
22 pilots should be paid less since he doesn't do the work?

23 A. I don't know about that.

24 Q. You don't know about that. It does  
25 seem to be logical, don't you agree? Is there any reason  
26 why when we speak of paying the pilots less they don't  
27 seem to agree?

28 A. It is natural.

29 Q. You have given us, Pilot, an idea of  
30 the length of time it takes to pilot a ship through your





1 English  
2 District. I want to go into this in a little more detail.  
3 Let us take an upbound ship from St. Lambert to Snell,  
4 what would be the average time, is that the 14 hours  
5 that you mentioned?  
6 A. You mean the average time?  
7 Q. Yes.  
8 A. I said naturally it was.  
9 Q. 14 hours.  
10 THE CHAIRMAN: From lock to lock or from  
11 Cornwall?  
12 THE WITNESS: From Lambert.  
13 MR. BRISSET: Q. From lock to lock. We  
14 are speaking of lock to lock, are we clear on this?  
15 A. Yes.  
16 Q. Could you tell us what was the best  
17 time you ever made upbound from lock to lock, St.  
18 Lambert to Snell?  
19 A. 10 hours.  
20 Q. 10 hours is the best time. If we  
21 were to ask you the same question for a downbound ship,  
22 from Snell to St. Lambert with the currents going  
23 with your ship, what would be your average time, say  
24 last year? Do you have faster time going down than  
25 going up or not?  
26 A. Well, sometimes we do and other times  
27 we don't. It depends on the traffic.  
28 Q. What would be your average going  
29 down?  
30 A. The average I was talking about was for







1 English

2 the average for the full season.

3 Q. For both upbound and downbound vessels?

4 A. Both ways.

5 Q. What would have been your best time  
6 from lock to lock going down, in your own experience?

7 A. The best time?

8 Q. The best time you would have had?

9 A. For a medium-sized ship?

10 Q. Any type of ship, what is the best  
11 time you think you can do it in?

12 A. On a small ship eight hours and a  
13 half if I have clear canal all the way through.

14 Q. That would be your best time?

15 A. With large ships even with a clear  
16 canal it will take 10 hours anyway.

17 THE CHAIRMAN: Without breaking the  
18 speed limit?

19 MR. BRISSET: Q. Of course I am not asking  
20 you to break the speed limit at any time. I am sure  
21 you don't.

22 A. I don't.

23 Q. Generally how much time do you spend  
24 in the locks, of which you have three going up, leaving  
25 aside St. Lambert and Snel. How much time do you  
26 spend in Beauharnois Lock, for instance, normally?

27 A. You mean to lock through?

28 Q. Yes, lock through, does it take an  
29 hour or 45 minutes?

30 A. 45 to 50.





1 English

2 Q. 45 to 50 minutes is the average?

3 A. The case you refer to at Beauharnois,  
4 there is a difference. There is two locks there, and  
5 they lock the ship down in the Upper Beauharnois and  
6 lock a ship up in the Lower Beauharnois and they wait  
7 'til the two ships are in the locks to dump or fill  
8 the lock. If a ship is ten or fifteen minutes later  
9 than the other it might take a few minutes.

10 Q. It would be a fair average to say  
11 locking taking about 45 to 50 minutes?

12 A. 45 to 50 minutes.

13 Q. Once you are in the lock I think you  
14 have told us that the handling of the lines is a matter  
15 for the captain, that is right?

16 A. That is correct.

17 Q. You have mentioned to us that some  
18 years ago, I believe, rubber fenders were installed  
19 along the approach walls and in the locks themselves.  
20 Have you found that this was a great improvement in  
21 assisting you in the handling of your ships without  
22 damaging them?

23 A. Very good improvement.

24 Q. Are there other places where they  
25 haven't yet been installed up to now where you would  
26 recommend they be installed?

27 A. Yes, there is above St. Catherine  
28 Lock, there is a south wall there that we have to move  
29 sometimes waiting for the lock at St. Catherines and  
30 there is absolutely nothing there. It is concrete.





1 English

2 If they were installed there it would be . . .

3 Q. A comfort. Are there any other places  
4 you would recommend that they also be installed?

5 A. Not in my District.

6 Q. Not in your District.

7 A. When they haven't rubbers they have  
8 wood fenders.

9 Q. Now, you led us to understand in your  
10 District, at least, there might be heavier traffic  
11 at night. Will you tell us what you consider at night.  
12 Is that between six o'clock at night and six o'clock  
13 in the morning or do you rely on the sun?

14 A. I would say from six o'clock to six  
15 o'clock.

16  
17 CROSS-EXAMINATION BY MR. JACQUES:

18  
19 Q. Are you an officer of your Corporation?

20 A. No, sir.

21 Q. Were you ever an officer in your  
22 Corporation?

23 A. I was on the Board of Directors in  
24 1962.

25 Q. 1962, one year?

26 A. One year.

27 Q. Only one year. After you had  
28 completed your apprenticeship the old system was still  
29 in operation?

30 A. That is correct.





1 English

2 Q. Did you then think you weren't competent  
3 to act as a pilot?

4 A. No.

5 Q. Did you think you were competent?

6 A. Yes, I think so.

7 Q. Had you taken charge of a vessel  
8 prior to becoming a pilot as mate?

9 A. Yes, I was in charge of my watch.

10 Q. Of your watch?

11 A. During the pilotage I was in charge.

12 Q. During the pilotage?

13 A. I was mate and pilot for the company.

14 Q. You were mate and pilot for the company?

15 A. And I was in charge when I was in  
16 charge myself and I was piloting.

17 Q. When you were piloting an . . .

18 A. I was in charge at places to handle the  
19 boat. I was in charge in handling the ship too.

20 Q. Did you handle the ship through the  
21 locks?

22 A. I did.

23 Q. You did. When the new Seaway started  
24 operating I imagine that it was new for everybody?

25 A. It was.

26 Q. Did you have any difficulty in  
27 adjusting to the new Seaway?

28 A. Not real difficulty.

29 Q. Not real difficulty. When you took  
30 charge of your first salt water ship was that through the







1 English

2 old system or through the present one?

3 A. The old system.

4 Q. The old system. Was she a large ship?

5 A. 258 feet long.

6 Q. 258 feet long. Did you have

7 any difficulty in handling her?

8 A. No, I wouldn't say that.

9 Q. Could you apply your knowledge of  
10 ship handling to this salt water ship without any trouble?

11 A. I didn't understand your question.

12 Q. You were used to handling lake ships?

13 A. That is correct.

14 Q. The first time you handled a salt  
15 water ship could you make use of your knowledge of  
16 lake ship handling without trouble?

17 A. I was on probation for four and a half  
18 months on salt water ships.

19 Q. So you had seen . . .

20 A. Manoeuvring.

21 Q. Manoeuvring of salt water ships prior  
22 to becoming a pilot?

23 A. That is correct.

24 Q. With other pilots?

25 A. With other pilots.

26 THE CHAIRMAN: So just to sum up, you had  
27 local knowledge before?

28 THE WITNESS: That is correct.

29 THE CHAIRMAN: You undertook the training  
30 and all that was requested from you was the ship handling





1 English

2 of ocean-going ships?

3 THE WITNESS: Different ships.

4 THE CHAIRMAN: And also did you find much  
5 difference or more difficulties in the new Seaway than  
6 you had found in the Cornwall section?

7 THE WITNESS: Well, it was all new to us, the old  
8 system.

9 THE CHAIRMAN: The Cornwall system was prior  
10 to the Seaway?

11 THE WITNESS: That is right.

12 THE CHAIRMAN: So you knew that part?

13 THE WITNESS: That is correct.

14 THE CHAIRMAN: Is the new part more difficult  
15 than the Cornwall section?

16 THE WITNESS: Both have got their difficulties.

17 THE CHAIRMAN: The locks are just about the  
18 same. It is only in the open waters of the lakes.

19 MR. JACQUES: Q. After your experience  
20 from 1936 to 1956 as a seaman and officer, 1st mate,  
21 including company pilot, it took you four and a half  
22 months roughly to become a pilot?

23 A. Yes.

24 Q. And you were a competent pilot?

25 A. I said it wasn't enough.

26 Q. Were you competent after four and a  
27 half months?

28 A. Well, this is a large word.

29 Q. Were you able to do the job?

30 A. Well, I did the job.





1 English

2 Q. Did you have accidents?

3 A. I didn't have any accidents but I  
4 didn't feel comfortable at times.

5 Q. Why?

6 A. Because . . . .

7 MR. LALONDE: My lord, this is really a  
8 funny question, why didn't he have accidents. How can  
9 the witness answer?

10 MR. JACQUES: You didn't hear the answer.  
11 The witness said he didn't feel comfortable and I asked  
12 him why.

13 THE WITNESS: Because you could always  
14 learn and gain experience.

15 Q. Do you still learn today?

16 A. I still learn.

17 Q. Do you feel comfortable today?

18 A. Yes.

19 Q. What is the difference?

20 A. I learn every day. I have more  
21 experience.

22 Q. In 1956 you say you didn't feel  
23 comfortable?

24 A. It was the changing of the ships.

25 Q. Changing of the ships. You were  
26 on a strange built ship?

27 A. Yes.

28 Q. Did you feel comfortable on lake  
29 boats? You have handled lake boats as pilot?

30 A. Yes, I was 20 years on lake ships.





1 English

2 Q. You were quite comfortable on lake  
3 ships?

4 A. The work was easier for me.

5 Q. The work was easier for you. Do  
6 I take it that the work was harder on salt water ships?

7 A. It was.

8 Q. How was it harder?

9 A. As I said it is the structure of the  
10 ship. They don't handle the same.

11 Q. You said that the basic principles  
12 are the same?

13 A. Yes.

14 Q. What difference is there in general  
15 application?

16 A. They are different.

17 Q. Are they slower, quicker?

18 A. No, but their structure is high.

19 Q. Yes?

20 A. The wind affects it more. Their speed  
21 is not the same. Some are motor ships. Some are  
22 twin propellers.

23 Q. You didn't feel comfortable but yet  
24 you were competent?

25 A. I was.

26 Q. Now, the currents which you indicated  
27 on Exhibit 452 to 457 are nearly always at right angles  
28 to the centre line of the channel. I refer you partic-  
29 ularly to Exhibit 454 which is the Beauharnois canal  
30 chart. If you look at the chart from Upper Beauharnois  
Lock to buoy 17B which is roughly 4-1/2 miles, you have







1 English  
2 indicated the current running across the centre line of  
3 the channel. Can you explain to me how this body of  
4 water can run across the centre line of the channel?

5 A. Well, the power dam at Beauharnois  
6 is built on the left. I suppose that draws the water  
7 to the dam. That must be the effect of the currents.

8 Q. What is the meaning of the arrows at  
9 right angles to the axis of the channel?

10 A. Well, this is a way to point out with  
11 an arrow.

12 Q. Would it mean that the currents would  
13 actually be running across the centre line of the channel?

14 A. No, but it means that the current  
15 will set me on that side.

16 Q. That is the general direction of the  
17 set of your ship?

18 A. It is.

19 Q. It isn't a true indication of the  
20 direction of the current?

21 A. No, no.

22 Q. Would that be applicable to all the  
23 arrows you have indicated on these Exhibits 452 to 457?

24 A. That is correct.

25 Q. It would. You mentioned the difficulty  
26 in the pool at Beauharnois meeting ships. According to  
27 the Great Lakes rules the downbound ship has the choice?

28 A. Yes.

29 Q. Would you advocate a change in the  
30 rule in that particular place to make your work easier





1 English

2 and safer?

3 A. No, no. This is the way -- no, I  
4 can't advocate any change. This is the way it is. That  
5 is all there is to it.

6 Q. If the downbound ship didn't have the  
7 choice, if a downbound ship had to take a certain side  
8 of the channel and the upbound ship a certain side would  
9 that make your work easier?

10 A. Yes, but he may be in as bad a condition  
11 as I am myself.

12 Q. You would rather leave the rule as it  
13 is?

14 A. When I am downbound myself.

15 Q. You profit by it.

16 A. I have my own choice.

17 Q. Have you piloted bridge aft ships?

18 A. Yes, several times.

19 Q. Several of them. Large ones?

20 A. Large ones.

21 Q. Do you know the ship the SILVER ISLE?

22 A. I do.

23 Q. Have you ever piloted her?

24 A. No.

25 Q. Have you ever piloted ships of a  
26 similar size?

27 A. Yes, I have.

28 Q. Bridge aft?

29 A. Bridge aft.

30 Q. Did you experience any difficulties





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30

English

in piloting this type of ship?

A. No, if they are not motor ships.

Q. They are motor ships?

A. If they are motor ships with the  
bridge aft you might find difficulties in strong winds,  
otherwise they are pretty good.

=====





RPS

1 English

2 Q. Are they more difficult to take through  
3 locks than the other conventional ships or the lake  
4 ships?

5 A. In normal conditions, no.

6 Q. They are not?

7 A. No.

8 Q. I am sorry to come back on currents,  
9 but is their direction always the same or do they vary  
10 with the season or with tide, if there is any tide?

11 A. Yes, they vary. There is no tide  
12 up in our District.

13 Q. None at all?

14 A. It varies in the spring.

15 Q. Do they vary in direction or in  
16 strength?

17 A. Not in direction. Mostly the same  
18 direction, but velocity.

19 Q. Velocity is different. You have  
20 mentioned a very famous word, the word "squat". Would  
21 you explain what you mean by "squat"?

22 A. Squat is if you are piloting a ship  
23 full speed in the channel and if you feel your ship  
24 is not steering good, and vibration like if you were  
25 rubbing the bottom slightly, well that means that you  
26 haven't got much water between your keel and the bottom.

27 Q. But you have been on very light ships  
28 going full speed where there is a lot of vibration  
29 haven't you?

30 A. Yes, but when you are on light ships







1 English

2 your draught isn't the same.

3 Q. So you refer to the experience of  
4 loaded ships?

5 A. Loaded ships, that is right.

6 Q. Squat to you is just perhaps poor  
7 steering or handling of the ship?

8 A. No, it is not very much water underneath.

9 Q. You know your depth by looking at the  
10 chart?

11 A. Yes.

12 Q. Is the depth the same throughout your  
13 District?

14 A. No. This is what I mean. At  
15 certain places you squat.

16 Q. Is there less than 27 feet in any  
17 place?

18 A. That doesn't mean there is less,  
19 but if your ship is loaded down to 25'6" and at that  
20 particular spot if there is only 27 feet, with a 15  
21 or 16 knot ship, then you are close to the bottom.

22 Q. Places where there is only 27 feet  
23 of water, have you indicated them on the chart when  
24 you mentioned squat? You mentioned yesterday a certain  
25 area where you said well I experienced squat here and  
26 I experienced squat there and in other areas you did  
27 not experience squat at all. Is it because in those  
28 particular areas there is only 27 feet?

29 A. I don't know if there is 27 feet,  
30 This is marked on the chart for 27 feet.





1 English

2 Q. But you don't know exactly how much  
3 water there is?

4 A. No. A ship might squat at 28 feet  
5 too if he is full speed; all depending on the construction  
6 of the keel.

7 Q. You don't know exactly how much water  
8 you have got under your ship?

9 A. A. No.

10 Q. But you know there is at least 27  
11 feet?

12 A. At least 27 feet.

13 Q. You don't know how much there is?  
14 There might be 30 for all you know?

15 A. Might be 30.

16 Q. Does it happen that having taken a  
17 ship up to Snell Lock you return to Montreal by train  
18 or bus or other method of transportation?

19 A. At this point?

20 Q. Does it happen very often?

21 A. No, I don't think that is very  
22 often.

23 Q. Is that applicable to all pilots?

24 A. Most of them stay up in Cornwall  
25 and wait.

26 Q. There is no time or period today when  
27 there is a rush for downbound ships so the pilots have  
28 to come up by train or road to Cornwall?

29 A. Yes. In the spring or in the fall.  
30 In the spring when all the ship are at the opening of





1 English

2 the Seaway, when all the ships are waiting in the  
3 Harbour. As much as 40 or 50 ships waiting in the  
4 Harbour to come up the Seaway.

5 Q. Then you travel ---

6 A. There is no downbound traffic so  
7 we take a ship up to Cornwall and come back by bus  
8 or train.

9 Q. And who pays your expenses in those  
10 cases when you travel by land?

11 A. If we are ordered down by the Depart-  
12 ment, the companies pay our expenses.

13 Q. The companies, what do you mean?

14 A. The Shipping Federation if we are  
15 working for the Shipping Federation.

16 Q. How many trips of 22 or 23 hours  
17 did you make?

18 A. Last year?

19 Q. Yes?

20 A. Oh I couldn't say. I haven't got  
21 any -- I don't remember. Maybe four or five or six.  
22 Exactly I can't tell you.

23 Q. Coming back to ship handling, I presume  
24 in this District, as in other Districts, when you  
25 board a ship you actually take over the navigation?  
26 You give the orders direct to the wheelsman and the  
27 mate handling the telegraph?

28 A. Not give orders to the wheelsman. We  
29 are requested to do the handling in our District.

30 Q. And you do it?





1 English

2 A. Yes.

3 Q. All pilots do?

4 A. All pilots do.

5 Q. Tell me now, do you find it - which  
6 is more difficult to handle? A large ship or the  
7 handling of a small ship? Small, let us say 2,000 tons  
8 or 250 feet?

9 A. The larger vessel is more difficult.

10 Q. It is more difficult?

11 A. Of course.

12 Q. Would you point out some of the  
13 difficulties in handling large ships?

14 A. Well in strong wind, they are high,  
15 if they are large, they are high. Being high they  
16 catch more wind.

17 Q. And entering a lock is it more  
18 difficult or less difficult with a large ship?

19 A. At the entrance of a lock?

20 Q. Entering a lock, yes?

21 A. A large ship when it is under control,  
22 a large ship is easy to take in the lock.

23 Q. To take into a lock?

24 something? A. Small ships, sometimes he won't steer  
25 very good.

26 Q. In the lock itself?

27 A. In the lock itself.

28 Q. Now as regards Cardinal radio, have  
29 you ever complained to the Department of Transport in  
30 respect to dead spots in Lake St. Francis?







1 English

2 A. I never did any report myself but  
3 I heard say somebody else did. Some of my partners.

4 Q. Do you know if your Corporation has  
5 taken up the matter with the D.O.T.?

6 A. I think they did.

7 Q. You think they did. This dead spot  
8 which you have outlined in green on Exhibit 455 is it  
9 completely dead?

10 A. Well some days it might be okay,  
11 depends on the weather conditions or something. I am  
12 not a technician.

13 Q. When you couldn't raise Cornwall  
14 Station, did you check on the ship's equipment to  
15 find out whether it was operating?

16 A. Yes, I did. I called the wireless  
17 operator and he checked his equipment and then if there  
18 is any other ships in the vicinity, I check with them  
19 too.

20 Q. You can reach the other ships?

21 A. Yes.

22 Q. But you cannot reach Cardinal Station?

23 A. On several occasions. In some  
24 cases we do reach Cardinal.

25 Q. Is it more frequent that you cannot  
26 reach the station at night?

27 A. Not at night but it is more frequent  
28 that we cannot reach it.

29 Q. Thank you, sir.

30





1 English

2 FURTHER CROSS-EXAMINATION BY MR. BRISSET:

3  
4 Q. I have one question, if I may. Pilot  
5 in 1957 and 1958 when you were piloting ships from  
6 Montreal to Kingston through the old canals, how long  
7 did it take you as an average to do the job?

8 A. Two days. Two days and a half,  
9 depending on the traffic.

10 Q. And where did you rest during these  
11 two days and a half? In the locks or where?

12 A. We were only one pilot on the ship  
13 from Montreal to Kingston so at night when we could  
14 reach a good anchorage around nine or ten o'clock at  
15 night, we used to anchor for the night and then leave  
16 around four or three-thirty, five o'clock in the morning.

17  
18 RE-DIRECT EXAMINATION BY MR. LALONDE:

19  
20 Q. Mr. Pintal, when you were acting as  
21 a mate and pilot aboard the C.S.L. ships, how often did  
22 you travel between Montreal and Kingston?

23 A. Between Montreal and Kingston?

24 Q. Yes?

25 A. An average of 52 or 55 trips a year,  
26 a season.

27 Q. You were also going down the River,  
28 the Gulf you said?

29 A. Also.

30 Q. I am asking about trips, double way trips.





1 English

2 Each way you count one trip and you were doing about  
3 55?

4 A. Yes.

5 Q. How big are these ships you were  
6 piloting?

7 A. 258 feet long.

8 Q. If you were requested to state what  
9 spots there should be a minimum -- what would be the  
10 minimum for linesmen on the Seaway. Supposing somebody  
11 were to come to you and say all right we will put  
12 linesmen but we want you to stick to the strict minimum  
13 where you feel this is well almost essential, let's  
14 put it that way, which spots would you indicate as  
15 being the most important where there should be  
16 linesmen in your view?

17 A. In all of them.

18 Q. You feel it is all the same everywhere?

19 A. All of them.

20 Q. You stated that you felt it was a  
21 dangerous practice. Does it create difficulties as  
22 to manoeuvring of your ship or handling a ship, this  
23 practice of landing men by landing booms?

24 A. It is a great danger.

25 Q. Did you know a ship called the  
26 TRANS RIVER?

27 A. TRANS RIVER?

28 Q. Yes, an old laker I understand?

29 A. Yes. She is not running anymore.

30 Q. Have you heard in 1955 a man was killed





1 English:  
2 going down a landing boom or by landing boom during  
3 a storm with a wet rope? Have you heard that?

4 A. Yes, I remember now.

5 Q. Where did that occur?

6 MR. JACQUES: That is hearsay my lord.

7 MR. LALONDE: Of course it is hearsay. I  
8 have further evidence in this respect too.

9 A. I forget now where, but I have a  
10 good example on the landing boom. It didn't happen  
11 to me but I heard.

12 Q. You said you were called upon sometimes  
13 to travel between Montreal and Cornwall, ordered to  
14 the other end of the District. Does that occur mainly  
15 in spring and fall?

16 A. You could travel too in the summertime  
17 if you are too high on turn at the other end, something  
18 wrong.

19 Q. When does it occur more often?

20 A. In the spring and fall.

21 Q. Thank you.

22 THE CHAIRMAN: We all appreciate the advantage  
23 of a two-lane channel as there is in the St. Claire  
24 River, two-lane channel fitted with its own proper  
25 aids and range lights but would you think it would  
26 be feasible in your District with the width available  
F2 27 in the channel of the canal? Would that be feasible?

28 THE WITNESS: I suppose it would in different  
29 places.

30 THE CHAIRMAN: At different places only, but







1 English

2 I gather that at some places the width of your channel  
3 is only 500 feet?

4 THE WITNESS: Yes but if it was a one-way  
5 channel, it would be sufficient too.

6 THE CHAIRMAN: In a narrow channel like that,  
7 is it more advantageous to travel just in mid-channel  
8 on account of squat or other phenomena too when you  
9 are too close to the bank? Don't you in a case like  
10 that travel the middle?

11 THE WITNESS: We do.

12 THE CHAIRMAN: But if you had two lanes, you  
13 would be obliged to stay in your lane and be by the  
14 bank all the time. Would that be a great disadvantage?

15 THE WITNESS: Still could use the middle.

16 THE CHAIRMAN: You think still this would  
17 be better but there are other places where it is wider?

18 THE WITNESS: Yes.

19 THE CHAIRMAN: And ranges could be set  
20 for two different lanes.

21 THE WITNESS: That is correct.

22 THE CHAIRMAN: Would you advocate that?

23 THE WITNESS: I would.

24  
25 CROSS-EXAMINATION BY MR. MASON:

26  
27 Q. Just one question Captain: you were  
28 giving an example and I think it was on a vessel arriving  
29 at the Lower Beauharnois and you said that the Captain  
30 always asks you to give half an hour's notice so he could





1 English

2 get the crew up. Wouldn't they have a deckhand and  
3 a watchman on watch?

4 A. Yes.

5 Q. All the time?

6 A. They do.

7 Q. Don't you use a deckhand to put ashore,  
8 the deckhand that is on watch?

9 A. I don't give orders on the ship. I  
10 just give advice. I tell the captain a half an hour  
11 before it is ready now to call your crew. We are half  
12 an hour from the lock. Then he does what he feels like.

13  
14 FURTHER CROSS-EXAMINATION BY MR. JACQUES:

15  
16 Q. I forgot one question. Why does  
17 the master look after the lines in the lock and not you?

18 A. I don't speak German or Japanese or  
19 Greek. He speaks to his own men that run those lines,  
20 winches and all that through microphone or speaker.

21 Q. If you have got an English-speaking  
22 crew ---

23 A. If the ship is safe in position, I  
24 feel it is not my duty to look after that.

25 Q. You leave it up to the master?

26 A. Yes.

27 Q. Is that a general practice?

28 A. It is a general practice.

29 Q. Thank you.  
30





1 English

2 THE CHAIRMAN: So we will adjourn  
3 now until two-thirty. There are no other questions  
4 of Captain Pintal, so therefore we will adjourn now  
5 until 2:30.

6  
7 ---LUNCHEON ADJOURNMENT.

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9 \* \* \* \* \*

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MR/RPS 1 English

2

3 ---FOLLOWING THE LUNCHEON ADJOURNMENT:

4

5 MR. JACQUES: My lord, as regards Mr.

6 Brisset's request for a breakdown of the three movages

7 in Montreal Harbour, we have had a reply from Ottawa

8 stating that the information for the years 1959 and

9 1960 is not available. They are obtaining the data

10 for 1961, 1962 and the current year when it will be

11 finished.

12 THE CHAIRMAN: Therefore, I gather Mr.

13 Brisset you will be satisfied with those three years?

14 MR. BRISSET: I will be satisfied.

15

16 ANDRE PERUSSE, Sworn

17

18 (THROUGH THE INTERPRETER.)

19 DIRECT EXAMINATION BY MR. LALONDE:

20 Q. Mr. Perusse could you please tell the

21 Commission what is your occupation?

22 A. I am President of the Corporation of

23 the St. Lawrence and Seaway Pilots.

24 Q. Could you please give your age to the

25 Commission?

26 A. 37 years old.

27 Q. In what Pilotage District do you

28 exercise your functions?

29 A. In the Cornwall District.

30 Q. Ever since when have you been a pilot







1 French

2 in that District?

3 A. Ever since 1956, the 16th of November  
4 1956.

5 Q. At the time you were accepted as a  
6 pilot was the District divided in Cornwall?

7 A. No. It was in the St. Lawrence Kingston-  
8 Ottawa District.

9 Q. Which extended from Montreal to  
10 Kingston?

11 A. Which extended from Montreal to  
12 Kingston.

13 Q. Before you became a pilot in the  
14 Cornwall District, could you please tell us what duties  
15 were yours?

16 A. I started to navigate in 1943 on  
17 upper lakers and then I went on the Great Lakes and the  
18 St. Lawrence River, navigated on the Canadian National  
19 vessels and also in South American. I became an  
20 apprentice pilot in July 1956 and I obtained my  
21 temporary pilot's licence on November 16th 1956 until  
22 December 31st 1957.

23 Q. Until December 31st 1957?

24 A. Yes.

25 Q. What certificates were you holder of  
26 when you became a pilot?

27 A. Captain coasting.

28 Q. How long did your training last in the  
29 District?

30 A. For the same thing as Mr. Pintal's, about





1 French

2 four months, four months and a half.

3 Q. Was your training of the same type as  
4 that of Mr. Pintal's?

5 A. Yes.

6 Q. Had you navigated frequently in the  
7 St. Lawrence-Kingston-Ottawa District before becoming  
8 a pilot?

9 A. Yes, I was on board vessels of the  
10 Branch Line from Sorel, the ASPENLEAF and we were  
11 travelling from Sorel to Montreal. I am sorry, from  
12 Prescott to Montreal.

13 Q. How many trips were you performing  
14 during a year during that time?

15 A. Approximately 35 to 40 per year.

16 Q. In the District?

17 A. Yes, in the District.

18 Q. When you are talking about trips,  
19 were they one-way?

20 A. Yes, one-way.

21 Q. My question is the following: was  
22 that 70 trips in the District or half of it?

23 A. 70 trips in the District.

24 Q. My colleague, Mr. Jacques, wondered  
25 why it was called St. Lawrence Kingston-Ottawa. Could  
26 you please give us your explanation, what you mean  
27 by that?

28 A. Yes. There were some oilers which  
29 were travelling, such as the RIVER SHELL and then the  
30





1 French

2 SUPERTEST which was going upbound to Ottawa .

3 Q. Through what River?

4 A. Lake of Two Mountains and the canal  
5 at St. Anne de Belleview.

6 Q. Could you please talk a little louder.

7 Did the pilots of the District go on board these vessels?

8 A. Yes. Some of them went on board these  
9 vessels but not all pilots were travelling in that  
10 District.

11 Q. Do you know at what time that  
12 traffic stopped, or that route was stopped?

13 A. Well I would say in about 1955, 1956  
14 when we entered there no longer was such a route.

15 Q. You have stated that you are the  
16 President, at the present time, of the Corporation of the  
17 St. Lawrence River and Seaway Pilots?

18 A. Yes.

19 Q. Your lordship I would like to file  
20 a certified copy as Exhibit 806 entitled certified copy  
21 of the letters patent as well as additional letters  
22 patent changing the names of the Corporation in 1961  
23 and the ten By-Laws of the Corporation as approved  
24 by the Secretary of State up to now. All these  
25 documents are filed in a bundle as Exhibit 806.

26  
27 ---EXHIBIT NO. 806:

28 Certified copy of letters  
29 patent as well as additional  
30 letters patent changing the  
name of the Corporation in  
1961 and ten By-Laws of the  
Corporation.





1 French

2 MR. LALONDE: I do not have the English  
3 text my lord but I am going to try to find it and then  
4 try to establish a complete set of these documents in  
5 English.

6 Q. Could you please tell the Commission  
7 how many pilots in your District there are?

8 A. 32.

9 Q. How many of them are members of the  
10 Corporation of the St. Lawrence River and Seaway Pilots?

11 A. They are all members of the Corporation.

12 Q. Has it been the case since the  
13 establishment of the Corporation?

14 A. Yes.

15 Q. Is there at the present time within  
16 your District an apprenticeship plan?

17 A. No.

18

19

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21

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PB/RPS 1 French

2 Q. How far back must we go in order to  
3 find out when the last pilots were admitted in your  
4 District?

5 A. I think the last pilots admitted  
6 in the District were pilots who had been transferred  
7 from the Upper St. Lawrence District to the Corporation  
8 of the St. Lawrence River and Seaway Pilots.

9 Q. When did that occur, in what year?

10 A. In 1962.

11 Q. Were these pilots previously pilots  
12 in the District, at any rate before the District was  
13 divided?

14 A. Yes.

15 Q. Did your Corporation make a request  
16 for the establishment of an apprenticeship system within  
17 your District?

18 A. Yes, I think that such a request  
19 has been made ever since 1958 in order to obtain such  
20 a system of apprenticeship and prior to that we have  
21 asked for a system of apprenticeship or helmsmen who  
22 could be used as apprentices.

23 Q. I notice that in an exhibit which  
24 has already been filed before this Commission and which  
25 was the agreement between the pilots and the D.O.T.  
26 dated April, 1962, the Minister of Transport promising  
27 the establishment of an apprenticeship system in the  
28 District of Cornwall in 1963, or for 1963. Has this  
29 system of apprenticeship been established since?

30 A. No.





1 French

2 Q. Did you have any discussions with  
3 the Department on that question?

4 A. Yes, there was a great deal of corres-  
5 pondence exchanged to that effect, but nothing happened.

6 Q. Did you propose yourself an apprentice-  
7 ship system?

8 A. Not me, but the President who was  
9 there before me proposed one in 1962.

10 Q. Did your Corporation propose such a  
11 system of apprenticeship?

12 A. Yes.

13 Q. Do you know if the apprenticeship  
14 system proposed by your Corporation was enforced?

15 A. No, it hasn't been put into force.

16 Q. Your lordship, there is quite a  
17 detailed correspondence between the D.O.T. and the  
18 Corporation on this matter. I can file before the  
19 Commission a major part of this correspondence, at any  
20 rate all the correspondence we have at our disposal.  
21 On the other hand I know this correspondence may also  
22 be found in the files of the D.O.T. For the purposes  
23 of the Commission I can file immediately the documents  
24 we have on hand pending their completion with the  
25 help of the files of the D.O.T. I would like to ask  
26 the Commission to give particular attention to this  
27 files which shows blatantly the type of problem that  
28 may be raised in the relationships between the D.O.T.  
29 and a group of pilots, and especially the pilots of the  
30 Cornwall District.





1 French

2 THE CHAIRMAN: Do you know if the reason  
3 for this delay wouldn't be due to the fact that there  
4 was no emergency to establish such a system?

5 MR. LALONDE: Upon the agreement in April,  
6 1962 there had been an official written promise on the  
7 part of the Minister that an apprenticeship system  
8 would be enforced in 1963 and one of the reasons for  
9 which the pilots of the District had urged this  
10 establishment of such a system was that they needed  
11 apprentices for a certain number of years and they  
12 had to recruit the proper people and the average age  
13 of the pilots in the Cornwall District is quite high,  
14 even comparatively speaking high and naturally we had  
15 to think about replacing all these pilots in the more  
16 or less near future. In the past it had been done  
17 through the Kingston pilots because there was an excess  
18 of pilots in that particular place, but it seems that  
19 that reserve is pretty nigh depleted.

20 THE CHAIRMAN: There are still a few  
21 to be transferred.

22 MR. LALONDE: Yes. I am going to file this  
23 as evidence. I would like to show you a document  
24 entitled draft submitted by the Corporation of the  
25 St. Lawrence and Seaway Pilots November 15th, 1962.  
26 Could you please tell us if you have seen this document  
27 in your files?

28 A. Yes.

29 Q. I would like to show you another  
30 document entitled draft submitted by the Minister of





1 French

2 Transport at their meeting on November 16th, 1962.

3 Was the document taken from your files as well?

4 A. Yes. I must notice here there is  
5 another one which had been submitted by the Minister  
6 in 1963.

7 Q. Yes, I show you a document entitled  
8  
9 Cornwall Pilotage District apprentice system proposed  
10 by the Department. Is that the document you referred  
11 to and which would have been proposed in 1963 ?

12 A. Yes.

13 Q. Now I show you a series of letters  
14 or photostat copies of letters, one dated January 30th,  
15 1963 signed by the Minister of Transport, the Honourable  
16 Leon Balcer and addressed to me and referring to the  
17 agreement of April 13th, 1962 and suggesting that the  
18 question be left pending while awaiting for the report  
19 of this Commission. Did you receive a copy of that letter  
20 at your Corporation?

21 A. Yes.

22 Q. Now I show you a copy of the letter  
23 sent by myself to the Honourable Balcer February 22nd,  
24 1962 in which I stress the emergency aspects, the  
25 reasons for immediate steps on the part of the  
26 Department and ask that this agreement of April 30th,  
27 1962 be respected. Did you have a copy of that letter  
28 in your files ?

29 A. Yes.

30 Q. I would like to show you moreover a







1 French  
2 copy of a letter dated March 14th, 1963 addressed by  
3 J.R. Baldwin to myself indicating that the draft submitted  
4 by the Corporation or the draft apprenticeship prog-  
5 ramme submitted by the Corporation had been sent to the  
6 Shipping Federation of Canada and to the Dominion  
7 Marine Association. Did you receive a copy of that  
8 letter?

9 A. Yes.

10 Q. I would like to show you a copy of  
11 a letter of the Honourable George McIlraith, Minister  
12 of Transport addressed to myself underlining the  
13 objections of the shipping organizations to the  
14 submitted draft and mentioning a new draft, that a new  
15 draft was attached to that letter of May 6th, 1963.  
16 Could you please tell me if that document is an outline  
17 of the Cornwall District pilotage apprenticeship scheme  
18 proposed by the Department ~~and was also attached to that~~  
19 letter?

20 A. Yes.

21 Q. I would like to show you a copy of  
22 a letter from the Honourable George McIlraith dated  
23 June 18th, 1963 referring to a letter from myself dated  
24 May 22nd that I will file later on. This letter raises  
25 doubts regarding the necessity of having French  
26 and English insofar as the candidates to apprenticeship  
27 in your District were concerned. Did you receive a  
28 copy of the letter?

29 A. Yes.

30 Q. I show you a copy of a letter sent





1 French

2 by myself to the Honourable George McIlraith dated  
3 July 4th, 1963 raising the answers of the Corporation  
4 to the objections contained in the Minister's letter,  
5 denouncing the draft submitted as being simply a  
6 system of pilots under a probationary system instead  
7 of being an apprenticeship system contrary to the  
8 agreement of 1962 and stating moreover that the pilots  
9 were ready to meet with the officials of the Department  
10 at any time in order to discuss this question. Did  
11 you receive a copy of that letter?

12 A. Yes.

13 Q. I would like to show you a letter  
14 of the Honourable George MacAlrae sent to myself dated  
15 July 29th, 1963 stating that the officials of the  
16 Department would contact your Corporation as soon as  
17 they would be in a position to do so. Could you tell  
18 the Commission if since the month of July you have  
19 received words from the officials of the Department  
20 regarding the draft apprenticeship system?

21 A. No, the last letter we received  
22 was dated July 29th, 1963.

23 Q. I would like to show you a copy of  
24 a letter sent by myself to the Honourable George  
25 MacAlrae dated May 22nd, 1963 in answer to a letter  
26 sent by the Minister of May 6th making a few comments  
27 regarding the submitted draft. Do you remember having  
28 received a copy of that letter at your Corporation?

29 A. Yes.

30 MR. LALONDE: Your lordship I would like to





1 French

2 file this series of documents in a bundle as Exhibit  
3 807.

4  
5 ---EXHIBIT NO. 807:

A series of letters or  
6 photostatic copies of letters  
7 filed in a bundle in connection  
8 with the establishing of an  
9 apprenticeship system in the  
10 Cornwall District between  
the Corporation of the  
11 St. Lawrence and Seaway Pilots  
and the Department of Transport  
12 proposed for 1963.

13 MR. LALONDE: Q. What difference exists  
14 in your District between the system for pilots under  
15 probation and an apprenticeship system?

16 A. We would prefer the apprenticeship  
17 system, for example the school at Rimouski so that  
18 the candidates may have better information regarding  
19 radar and so forth and gyroscopes.

20 Q. For what reason do you prefer such  
21 a system -- strike that out -- what do you mean exactly  
22 by a pilot system under probation?

23 A. Well, previously the lakers had  
24 many competent men because they were navigating often  
25 in the River from Kingston to Montreal and now on board  
26 large lakers they accomplish only two trips a month  
27 which isn't enough in order to learn everything about  
the River.

28 Q. You said that previously,  
29 you were travelling after. How many trips were you  
30 accomplishing in the Cornwall District in the course  
of a year?





1 French

2 A. The first mate on lake barges previously  
3 always went to St. Francis and Lachine.

4 Q. Lachine Lock?

5 A. Yes, Lachine Lock which is called  
6 St. Louis Lake and also the Thousand Islands which  
7 extended from Prescott to Kingston with the ship's  
8 master, then we were knowing the currents which went  
9 from Prescott to Kingston.

10 Q. My question was how many trips were  
11 you performing a year, let us say as an officer of a laker  
12 were you doing more trips than they are doing now?

13 A. Well, we were performing 35 to 40  
14 trips per year from Prescott to Montreal and Kingston/  
15 Montreal, Toronto/Montreal.

16 Q. When you are talking about trips do  
17 you mean one trip up or both ways?

18 A. Only one way.

19 THE CHAIRMAN: Now the larger vessels only  
20 perform two or three trips?

21 THE WITNESS: Yes, the big lakers have to  
22 go up the Great Lakes, Port William, Port Arthur, in  
23 order to get the grain and get it back to Montreal and  
24 in the meantime we can see them making, they are one  
25 or two weeks stemming the tide.

26 MR. LALONDE: Q. When you mention 35  
27 trips did you mean 35 times through the District or  
28 70 times?

29 A. 70 times.

30 Q. Just to avoid any confusion before







1 French

2 the Commission whenever you use the term trip, every  
3 time you mention trip this is one way?

4 A. Yes.

5 Q. Your evidence was to the effect that  
6 you were doing 70 trips per year in the District at the  
7 time?

8 A. Yes.

9 Q. How did you accomplish that, were  
10 you going on Great Lakes aside from that?

11 A. No, on board the vessel I was on,  
12 we were travelling only Prescott to Montreal.

13 Q. Only from Prescott to Montreal?

14 A. Yes.

15 Q. And this is the reason perhaps for  
16 which you could perform so many trips in the course  
17 of the year?

18 A. Yes.

19 Q. At the present time to your knowledge  
20 how many trips per year does an officer on board a  
21 laker, the upper lakers perform?

22 A. Well, most officers, that is 1st  
23 mates, 1st mates in the old St. Lawrence Seaway at the  
24 present time are masters on board larger vessels and  
25 the 2nd masters have been promoted to 1st mate who  
26 have less experience on the River.

27 Q. The question is the following: how  
28 many trips to your knowledge could have been accomplished  
29 by upper lakers every year? Do you have an approximate  
30 knowledge of that, a laker coming up the harbour once

BB2





1 French

2 a week or once a fortnight?

3 A. I would say approximately 20 trips  
4 per year approximately.

5 THE CHAIRMAN: That makes ten trips and  
6 return trips, ten round trips.

7 MR. LALONDE: Q. When you were an officer  
8 on board these lake vessels did you fulfil the tasks  
9 of pilot at the same time?

10 A. Well, when we were on the River  
11 especially the companies employed us as mate, second  
12 mate and so on.

13 Q. Did you have special reimbursement  
14 for your task as pilot in addition to the remuneration  
15 as 2nd mate and so on?

16 A. Yes, we had a certain remuneration.

17 Q. Was this added to your remuneration  
18 as officers?

19 A. Yes.

20 Q. To your knowledge was this a practice  
21 of a general type or was it unusual, exceptional in  
22 your case, in the company for which you were working?

23 A. No, there were certain companies  
24 which didn't pay for pilotage, but there were others  
25 who did pay.

26 Q. What advantage would you think at the  
27 moment is there in having a system of apprenticeship  
28 in the sense of the term as you define it, that is to  
29 say the Marine School stage and prolonged training  
30 in the District?





1 French

2 A. Well, by doing the apprenticeship for  
3 three years, two or three years, you can go aboard all  
4 sorts of vessels. First there was Rimouski, you can  
5 go on radar, you can go on bad weather and so on. Then  
6 you can learn the various factors that are involved.

7 Q. As regards this question involving  
8 people, who for instance had a special captain's certificate,  
9 in this connection would these people be better-qualified  
10 for fulfilling tasks of a pilot in your District?  
11 What is your opinion on this?

12 A. No, I don't think this type of  
13 certificate is better than that of an ordinary captain  
14 or coasting captain.

15 Q. Why is this?

16 A. Because for these types of captains  
17 they come into the Harbour and there are many tasks  
18 with which they have to be familiar.

19 Q. Could you please repeat your answer.  
20 The interpreter didn't interpret your last answer

21 A. I was saying that this type of  
22 captain for a long-term trip don't manoeuvre the  
23 vessels especially in the Districts involved and in  
24 many cases the pilot may have different tasks involved.  
25 I don't think these long course captains are  
26 equipped for this type of manoeuvre.

27 Q. Would you be able to say if in your  
28 District a type of mandatory payment for pilotage  
29 exists at the moment?

30 A. Yes.





1 French

2 Q. Since when has this system existed  
3 to your knowledge?

4 A. Since the 7th of November, 1960.

5 Q. What was the general type of operation  
6 of the pilotage in your District, let us say from the  
7 time you had been appointed in 1956, could you tell  
8 the Commission if to your knowledge, how this system  
9 worked?

10 A. No, this didn't exist in pilotage,  
11 but many other pilots who weren't licensed travelled  
12 on the vessels and this is why we had this in, we  
13 had very much pressure to have this mandatory system.

14 Q. These pilots whom you call unlicensed,  
15 how would he manage piloting a District before this?

16 A. He got on board her in Montreal and  
17 he got off in Kingston. That would be the 2nd officer  
18 and so on.

19 Q. To your knowledge would this person  
20 hold a pilot's licence for pilotage?

21 A. No.

22 Q. Before the setting up of the mandatory  
23 payment of pilotage dues the authorities had neverthe-  
24 less given out pilotage licences, hadn't they?

25 A. How do you mean?

26 Q. Before the seventh of November -- what  
27 was the year, 1961?

28 A. 1960.

29 Q. Before the seventh of November, 1960  
30 had the Pilotage Authority given licences for pilotage







1 French

2 in your District? Did you yourself receive a pilotage  
3 licence in 1956?

4 A. Oh, yes, after an agreement.

5 Q. Yes. Well then, if I understand  
6 properly at that time there were two categories doing  
7 pilotage?

8 A. Yes.

9 Q. This category of persons who were  
10 piloting without being properly licensed, did they carry  
11 on until the setup of the mandatory system of pilotage  
12 dues in 1960?

13 A. Yes. It is still going on.

14 Q. Mandatory pilotage dues payment system  
15 -- in what way: has it been that these people who  
16 weren't licensed were allowed to be pilots?

17 A. . . .

18 Q. Would you repeat the answer. The  
19 interpreter didn't interpret it.

20 A. I don't think that this benefited  
21 those particular pilots in the companies, the only  
22 ones concerned because I believe that the only ones  
23 who were affected were the sea-going vessels and the  
24 salt waters.

25  
26  
27 -----  
28  
29  
30





R/RPS

1 French

2 Q. Now the ocean-going vessels, do they  
3 take on licensed pilots, to your knowledge?

4 A. Yes.

5 Q. Was this the case before the setting  
6 up of the compulsory system of pilotage dues in 1960?

7 A. Yes, but there were many American  
8 pilots who got off the ocean-going or the salt water  
9 boats right up to Montreal.

10 Q. Did you have the opportunity or the  
11 occasion in the past, before 1960, of making complaints  
12 to the Pilotage Authority on the matter of those  
13 cases of pilots or persons piloting vessels who were  
14 not holders of a licence in an appropriate manner?

15 A. Yes, we sent telegrams to Mr.  
16 Gendron who was the Regional Superintendent at the  
17 time. Telegrams were sent also to Ottawa.

18 Q. I am now showing to you a bundle of  
19 documents dated the 24th of October 1956 up until the  
20 14th of November 1963. Would you please tell the  
21 Commission whether this bundle of documents was prepared  
22 from your own files and whether you have yourself seen  
23 this during the preparation of the documents?

24 A. Yes.

25 Q. Would you please tell the Commission  
26 what is the nature of this bundle of documents?

27 A. These are the grievances. These were  
28 the pilots travelling in the St. Lawrence Kingston-  
29 Ottawa area going up until 1960 and after that they were  
30 in the Maritime area of the St. Lawrence and Montreal-





1 French

2 Cornwall, Cornwall-Kingston and got the names, and the  
3 dates on which the pilots were aboard and alighted  
4 from the vessel.

5 Q. Now I don't think there is a particular  
6 number of complaints for 1963 or is there? Would you  
7 please tell the Commission about this, all the details  
8 on this matter? Would you please tell us everything  
9 you can about this?

10 A. Yes. All the American ships were  
11 coming down the Seaway with pilots aboard. I was  
12 myself a witness to this.

13 Q. What sort of pilots, licensed or  
14 unlicensed?

15 A. Not licensed. There were three:  
16 Bud Crawford, there was John Rankin, J.H. Ashley who  
17 were doing the pilotage from St. Lambert to Cape  
18 Varennes and a gentleman was with me on two cases,  
19 Mr. Bernier was with me also.

20 Q. Who is Mr. Bernier?

21 A. He is a pilot from Wimbledon.  
22 He was with me and then there was a pilot who got aboard  
23 the vessel and I think Mr. Melanson had been there at  
24 the time when I spoke with him about this.

25 Q. He was with you?

26 A. Before the Commission.

27 Q. Did you make a complaint to the  
28 Department?

29 A. Yes, we did. We sent telegrams to  
30 Ottawa to Mr. Cumyn and they replied to us to go aboard





1 French

2 the vessel and pilot it in order to be able to furnish  
3 a proper complaint.

4 Q. How many cases like this you mention  
5 did you find during the period of your going from 21st  
6 September 1963 to the 14th of November 1963?

7 A. Sixteen.

8 Q. To your knowledge was this practice  
9 already established before the month of September 1963?

10 A. Yes.

11 Q. Did you have a survey? Did you take  
12 the trouble and make such a detailed survey before the  
13 month of September?

14 A. No. The only thing is there were  
15 vessels, there were some of our pilots who, well they  
16 used to get aboard the vessels but they did not report  
17 to the office.

18 Q. In all cases was this practice in  
19 connection with vessels on the American lakes?

20 A. Especially the American lake vessels  
21 but there were Canadians which had complaints before  
22 this year and the Department had done nothing.

23 Q. Did the pilots, the persons you  
24 mentioned, you mentioned three names, Mr. Rankin,  
25 Mr. Ashley and Mr. Crawford. Did they pilot the  
26 Canadian lake vessels?

27 A. I don't think so. I don't think so,  
28 no.

29 Q. To the effect that this would have  
30 happened in regard to Canadian lake vessels, what are







1 French

2 you referring to?

3 A. The Canadian lake vessels, we had  
4 telegrams also which were sent to the Department of  
5 Transport to Mr. Paul Gendron.

6 Q. What year?

7 A. The 16th of May 1960.

8 Q. Yes?

9 A. Nevertheless, until the month of  
10 August 1960 ---

11 Q. Until when?

12 A. Until the month of August 1960.

13 Q. I would like to file your lordship  
14 all these documents in a bundle entitled copy of  
15 correspondence between the Department of Transport  
16 and the Corporation of the St. Lawrence River and  
17 Seaway Pilots from the 24th of October 1956 to the  
18 14th of November 1963 concerning the activities of  
19 unlicensed pilots in the District. This will be  
20 Exhibit 808.

21  
22 ---EXHIBIT NO. 808:

Bundle of documents including  
copy of correspondence between  
the Department of Transport  
and the Corporation of St.  
Lawrence River and Seaway  
Pilots.

23  
24  
25  
26 Q. Do you know if these American pilots  
27 who got aboard vessels in St. Lambert, did they get off  
28 at Snell Lock or did they continue their journey until  
29 Kingston?

30 A. They go on until Kingston.





1 French

2 Q. Do you know if they get off the vessel  
3 at Cape Vincant?

4 A. I couldn't tell you.

5 Q. You don't know. Is the same practice  
6 carried out with these American lake vessels coming  
7 downriver?

8 A. Yes.

9 Q. Do you know at what place these  
10 pilots, or these persons embark?

11 A. They get aboard and get off at  
12 St. Lambert. When they are downbound they get off there.

13 Q. No, my question is where do they  
14 embark? Above the District?

15 A. Well when they are downbound I  
16 couldn't tell you.

17 Q. When they are downbound you don't know?

18 A. No.

19 Q. I believe in your District at the  
20 moment there is a uniform rate in this sense that the  
21 charge I think is \$160 for a trip?

22 A. Yes.

23 Q. Does it happen that pilots in your  
24 District, that they pilot a lake vessel, an ocean-going  
25 type?

26 A. Well for the ocean-going type, it  
27 happens. This happens with licensed pilots.

28 Q. Well let me put it this way: where  
29 you have this question of one single rate or tariff  
30 has it existed for a long time in your District?





1 French

2 A. Since 1960.

3 Q. Before 1960 did you have a difference  
4 in the charges for lake vessels as compared to ocean-  
5 going vessels?

6 A. The difference between the lake and  
7 ocean-going vessels before 1959, the ocean-going vessels  
8 paid \$262.50 for a trip.

9 Q. That is to say from St. Lambert to  
10 Kingston?

11 A. Up the Lachine and Kingston.

12 Q. Yes?

13 A. And the lake vessels they are only  
14 in the River, that was \$85.

15 Q. What do you mean when you say that  
16 the lake vessels for pilotage paid only in the River?

17 A. Well because it would depend on  
18 pilots in this particular area.

19 Q. At all events, there was no vessel  
20 which would take on a pilot from your District before  
21 1960? Is that correct?

22 A. That is correct.

23 Q. So if I understand properly the  
24 lake vessels you employ for pilotage, are those places  
25 other than canals. Is that the system at that time?

26 A. Yes.

27 Q. And you received for this a remuneration  
28 of -- ?

29 A. \$85.

30 Q. Was this a regular practice for lake





1 French

2 vessels to take licensed pilots at that time?

3 A. Until the year 1959.

4 Q. Can it be said that it is the great  
5 majority of lakevessels which took a pilot or was  
6 it a minority at the time?

7 A. Most of the lake vessels had  
8 licensed pilots at that time.

9 Q. You mentioned the fact that in your  
10 District the payment of pilotage dues became compulsory  
11 in 1960?

12 A. Yes.

13 Q. Would you be in a position to tell  
14 me if prior to that date your group exercised pressure  
15 so that the payment of pilotage dues would become  
16 compulsory?

17 A. Yes.

18 Q. Do you remember approximately since  
19 what date, since when had you started to make this  
20 pressure?

21 A. I think a brief had been sent to the  
22 D.O.T. in 1955.

23 Q. I would like to show you a document  
24 entitled brief from the Committee of Pilots of the  
25 District St. Lawrence Kingston-Ottawa sent to the Honour-  
26 able George C. Marler, Minister of Transport in Canada  
27 dated March 23rd 1955. Could you please tell me if this  
28 document was taken from your files and to your knowledge  
29 would have been submitted to the Minister?

30 A. Yes.







1 French

2 Q. At that time?

3 A. Yes.

4 Q. What was the main purpose of that  
5 brief?

6 A. Compulsory pilotage.

7 Q. Could you please tell the Commission  
8 if subsequently your group took further steps in order  
9 to obtain the compulsory payment of pilotage dues?

10 A. Yes. We sent other briefs and I  
11 think that in 1957, November 6th 1957 until November 21st  
12 1957 there had been a stoppage of work.

13 Q. I would like to show you a document  
14 addressed to Honourable Paul Gerin Lajoie and I  
15 notice that at the foot of that copy they do not  
16 reproduce the signature. This is a document under the  
17 heading Lajoie and Lajoie addressed to the Honourable  
18 George Marler February 21st 1956. Would you please  
19 tell me if that document is taken from your files?

20 A. Yes.

21 Q. This document also concerns the  
22 compulsory payment of pilotage dues?

23 A. Yes.

24 Q. I would like to show you another  
25 brief dated October 30th 1957 on behalf of the Kingston-  
26 Ottawa group of pilots on the same subject matter. Is  
27 that document in your files?

28 A. Yes.

29 Q. I would like to show you another  
30 brief sent by Paul Gerin Lajoie, legal adviser on behalf





1 French

2 of the Corporation of the St. Lawrence Kingston-Ottawa  
3 District on the same question and other items. Is that  
4 document taken from your files dated February 12th 1958?

5 A. Yes.

6 Q. Finally I show you a letter sent by  
7 Mr. Lajoie to Mr. George Hees, Minister of Transport,  
8 September 23rd 1958 concerning the compulsory payment  
9 of pilotage dues. Is that document taken from your  
10 files as well?

11 A. Yes.

12 Q. I would like to file in a bundle  
13 these documents as Exhibit 809.

14  
15 ---EXHIBIT NO. 809:

16 Bundle of documents entitled  
17 part of the correspondence  
18 between the D.O.T. and the  
19 Corporation of the Pilots of  
20 St. Lawrence Kingston-Ottawa  
21 regarding the compulsory  
22 payment of pilotage dues.

23 Q. I notice by these documents that for  
24 many years you have exercised pressure in order to  
25 obtain the recognition of the principles of the compulsory  
26 payment of pilotage dues. Could you please explain  
27 to the Commission why more particularly you want to  
28 see the establishment of such a system in your group?

29 A. Well we wanted to obtain a certain  
30 kind of security or guarantee because there was no  
security for us in the District if there was no  
compulsory payment of pilotage dues.

THE CHAIRMAN: You are going to obtain a





1 French

2 personal guarantee? You are not talking about safety  
3 of navigation?

4 THE WITNESS: Yes, also the the safety  
5 of navigation because I think with a licensed pilot  
6 on board a vessel assures the safety of navigation.

7 THE CHAIRMAN: Your answer could be taken  
8 as having two meanings.

9 Q. Do you think that the fact that such  
10 a regime did not exist has certain repercussions on  
11 the general activity or conditions of your pilots within  
12 your District or regarding the general behavior of  
13 your pilots in your District?

14 A. Yes, all pilots were in favour of  
15 compulsory payment in the District.

16 Q. You mentioned that there had been  
17 a stoppage of work at a given period in your District.  
18 In fact, there were many stoppages of work within your  
19 District in the course of years?

20 A. Yes.

21 Q. Could you please tell the Commission  
22 if, to your knowledge, there was a stoppage of work  
23 even before the establishment of the Corporation of the  
24 Pilots for St. Lawrence Kingston-Ottawa?

25 A. Yes, but I was not a pilot at that  
26 time.

27 Q. In what area -- at that time you were  
28 navigating within the District just the same?

29 A. Yes.

30 Q. When was the first stoppage of work?





1 French

2 In what year?

3 A. In 1956 I think.

4 Q. When was the subsequent stoppage of  
5 work?

6 A. The next stoppage of work took place  
7 on November 6th 1957 to November 20th 1957.

8 Q. Before tackling that question your  
9 lordship could we have a recess right now?

10 THE CHAIRMAN: Very well. We will adjourn  
11 now for a few minutes.

12  
13 ---A SHORT RECESS.  
14  
15  
16 -----  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30







PB/RPS 1 English

2 ---FOLLOWING THE SHORT RECESS:

3

4 MR. LALONDE: My lord, I would like to  
5 ask one question of Mr. Pintal out of the evidence he  
6 gave this morning.

7

8 GILLES PINTAL, Recalled

9

10 THE CHAIRMAN: You are under the same oath.

11

12 DIRECT EXAMINATION BY MR. LALONDE:

13

14 Q. You stated this morning in answer to  
15 a question by myself you were making 50 or 55 trips a  
16 year?

16

A. Yes.

17

Q. In the Montreal-Ottawa District?

18

A. Yes.

19

20 Q. While you were working as mate and  
21 pilot on your lake ships; is that correct?

21

A. That is correct.

22

23 Q. What did you mean by trip when you  
24 answered that?

24

25 A. A trip as far as a lake company  
26 is concerned is a load, so that means both ways.

26

THE CHAIRMAN: It is only one way?

27

THE WITNESS: Two ways.

28

THE CHAIRMAN: Two ways, round trip.

29

30 THE WITNESS: We used to go up light and  
bring the loaded ship down. We used to count that as





1 English

2 one trip. When I said 50 or 55 it means 100.

3 Q. Transits, 100, 110 transits in the  
4 District?

5 A. That is right.

6 Q. Is that what you meant?

7 A. That is what I meant.

8 MR. LALONDE: Thank you.

9  
10 CROSS-EXAMINATION BY MR. MASON:

11  
12 Q. This 100 to 110 transits are between  
13 Kingston, Prescott and Montreal?

14 A. Yes.

15  
16 DIRECT EXAMINATION BY MR. LALONDE:

17  
18 Q. Were you paid for the work you were  
19 doing at this time in addition in the work you were  
20 doing as mate at the time?

21 A. I was paid extra for piloting.

22 Q. How much did you get extra?

23 A. Well, it was an agreement that the  
24 captain and I had.

25 Q. It was an agreement between the captain  
26 and you. During the last year you were a licensed pilot  
27 in the District how much did you get, on what basis  
28 was that remuneration established?

29 A. The last year before I became a pilot  
30 I was doing the whole pilotage myself.





1 English

2 Q. You were doing the whole pilotage?

3 A. That is right.

4 Q. What does that mean?

5 A. The captain wasn't helping.

6 Q. You were doing the piloting in the  
7 canals and in the Lakes?

8 A. Not the canals.

9 Q. Only in the Lakes or the open part  
10 of the River?

11 A. That is correct.

12 Q. Yes. You were doing that yourself.

13 A. Yes.

14 Q. What did you get, how much did you  
15 get? Did you get the full amount or a share?

16 A. Just a share.

17 Q. You shared with whom?

18 A. Well, an agreement with the company.

19 Q. With the company.

20 A. With the company or the captain.

21 Q. Or the captain. How much did you get  
22 yourself?

23 A. Sometimes one-third.

24 Q. \$30.00

25 A. One-third.

26 Q. You would get one-third of what?

27 A. The dues paid to licensed pilots.

28 Q. One-third of the dues paid to licensed  
29 pilots.

30 A. Suppose the dues were \$80.





1 English

2 Q. Yes?

3 A. And the company would pay the captain  
4 \$60 and I would get one-third of it by agreement with him,  
5 sometimes.

6 Q. You would get one-third of what the  
7 captain would get or one-third of the full pilotage  
8 dues? In a case like this suppose it is \$90 and the  
9 company pays the captain \$60?

10 A. I always had trouble to find out what  
11 the captain got first.

12 Q. Actually it was an arrangement between  
13 the captain and yourself?

14 A. That is right.

15 Q. That was paid in addition to the salary  
16 as mate?

17 A. Until the last year.

18 Q. Which company was that?

19 A. Canadian Steamships. The last year  
20 I was getting it from the company by cheque.

21 Q. Directly?

22 A. Directly. Before I got paid in cash  
23 by the captain.

24 Q. How much did you get from the company  
25 the last year? Were you paid by cheque for that?

26 A. Yes, the last year it was distance  
27 shipping. I was trading in a coal carrier, self  
28 unloader. I had an agreement with the company about  
29 this.

30 Q. How much did you get, can you remember?







1 English

2 A. I don't remember good, but I think  
3 it was fair.

4 Q. How much were you getting when you  
5 thought it was fair?

6 A. Say approximately it was \$30.

7 MR. JACQUES: That is how many hours  
8 piloting?

9 THE WITNESS: Well, if it is in the River  
10 it would be the rapids, in the upper River -- I was  
11 10, 12 hours.

12 MR. JACQUES: 10 or 12 hours.

13 THE CHAIRMAN: That \$30 was supplementary  
14 to your earnings from the company?

15 THE WITNESS: Exactly.

16 MR. LALONDE: Q. Was this a current practice  
17 of the company you were working for to your knowledge?

18 A. Of this company, yes.

19 Q. You stated you were with that company  
20 for 20 years ?

21 A. Right.

22  
23 CROSS-EXAMINATION BY MR. BRISSET:

24  
25 Q. How much were you getting as mate  
26 in those days?

27 A. I started as 2nd mate at \$90 a month  
28 and the wages went up on a scale.

29 Q. To how much when you left in 1956?

30 A. 1956, the last trip I was on -- it was





1 English

2 a different type of ship. It was a motor -- I had  
3 to supervise the loading and the unloading with a  
4 special rig they had on board. To do this it was an  
5 extra \$15. I don't remember very good now but it was  
6 around \$400 -- close to \$500.

7 Q. A month? On these trips that you  
8 described to us particularly where you went up right  
9 and came down with a cargo, what cargo were you  
10 carrying?

11 A. Mostly grain and coal.

12 Q. How long would it take you to discharge  
13 your cargo in Montreal, generally?

14 A. All depends on the elevators, No. 1,  
15 No. 3 around four hours.

16 Q. Was there any congestion at the time  
17 as we have today in the elevators?

18 A. No, not so much.

19 Q. Not so much, but you would have at  
20 times to wait a day?

21 A. Sometimes, yes.

22 Q. And to go from Montreal to Kingston  
23 the average I think you told us this morning was 2-1/2  
24 days to 3 days?

25 A. Yes, but we don't generally go like  
26 that. If you sail day and night and have good transit  
27 it might take 40 hours.

28  
29 CROSS-EXAMINATION BY MR. JACQUES:

30 Q. Just a few more questions. You said





1 English

2 you made close to \$500 a month in 1956, is that correct,  
3 1st mate?

4 A. As far as I can remember.

5 Q. Were you paid 12 months a year?

6 A. No.

7 Q. Only during the season?

8 A. Only the duration of the season.

9 Q. That is nine months.

10 A. On lake ships, not nine months, 7-1/2  
11 to 8 months. If they don't have cargoes in the summer  
12 they will lay up.

13 Q. What was the tonnage of the ship, the  
14 gross or net tonnage, do you recall?

15 A. I would say around 1,400 net.

16 Q. How many trips would have have made  
17 between Oswego and Cornwall in one month?

18 A. Oh I would say nine or ten.

19 Q. Ten trips a month.

20 MR. LALONDE: Trips or transits?

21 THE WITNESS: When I said \$30 a trip I meant  
22 both ways. In the older days a trip meant a load, so  
23 it was for both ways.

24 MR. JACQUES: Q. So you got \$30 for both  
25 ways for two transits?

26 A. Yes.

27 Q. That is \$15 a transit?

28 A. That is correct.

29 Q. How many transits did you make in one  
30 month?





1 English

2 A. If we had a fast loading and fast  
3 unloading -- it all depends, two trips a week it could  
4 be.

5 Q. Is that four transits or two transits?

6 A. Four.

7 Q. Four transits a week. That was about  
8 \$60 a week for pilotage?

9 A. Yes, but I wasn't -- on a ship you  
10 are not steady running all the time, maybe one time  
11 they will send a ship to Toronto or Lake Erie. I had  
12 to stay on board without any pilotage.

13 Q. I understand. What I am referring to  
14 is the trips between Oswego and Cornwall.

15 A. One month maybe I get ten or twelve  
16 and the then three or four, all depends where the ship  
17 is going.

18 MR. JACQUES: Thank you, sir.

19

20 DIRECT EXAMINATION BY MR. RICHARDS:

21

22 Q. I would have one question my lord.  
23 Mr. Pintal, when you were doing the pilotage on the  
24 River were you at the same time standing your watches  
25 or were you just looking after the pilotage side of it?  
26 Were you standing your watches as 1st mate or 2nd mate?

27 A. I was standing my watches -- when I  
28 was first hired I had an arrangement with the 2nd mate  
29 at the time or the 3rd mate to relieve me and I would  
30 relieve him back.







1 English

2 Q. When you were doing the piloting on  
3 your watch would you have another officer on the bridge  
4 with you or were you alone?

5 A. I was alone.

6 Q. When you were doing the pilotage  
7 work on somebody else's watch would this officer remain  
8 on the bridge at all the time and do his watch?

9 A. He will.

10 Q. If your trip lasted let us say three  
11 watches you would do your first watch and then you would  
12 go as pilot during the second watch and if you had to  
13 relieve somebody who had relieved you before, did it  
14 ever happen that you were on the bridge for three or  
15 four watches in a row?

16 A. Three or four watches -- that is too  
17 many.

18 Q. Not too many?

19 A. Too many, maybe two watches.

20 Q. It had happened two watches in a row?

21 A. Yes.

22 MR. RICHARD: Thank you.

23 MR. LALONDE: Thank you Mr. Pintal.

24  
25 ANDRE PERUSSE, Recalled

26  
27 (THROUGH THE INTERPRETER.)

28 DIRECT EXAMINATION BY MR. LALONDE: (CONTINUED)

29 Q. Mr. Perusse, you said there was  
30 a stoppage of work in 1956 and at the time . . .





1 French:

2 . . . (end of interpretation) . . .

3 A. 1955.

4 Q. Subsequently in November of 1957 this  
5 happened, didn't it?

6 A. Yes.

7 Q. I note in what was presented to this  
8 Commission by the Shipping Corporation of Canada on  
9 page 32 that it states that first of all a memorandum  
10 or brief was submitted to the Minister the 30th of  
11 October, 1957. Could you please tell us if this  
12 is the same brief or memorandum which was filed previously  
13 this afternoon bearing the same date also. This is  
14 Exhibit 809. Is this the only brief that was submitted  
15 by your organization?

16 A. Yes.

17 Q. Now, would you be able to tell the  
18 Commission whether the cause of this stoppage of work  
19 was exclusively the request for the compulsory pilotage  
20 dues or compulsory payments or was it something more  
21 or less important that arose at the time that caused  
22 the stoppage in 1957?

23 A. No, there were other factors because  
24 there were pilots who had arrived in Kingston and  
25 the dispatcher wanted to send them immediately aboard  
26 a vessel. He hadn't been able to. He asked to have  
27 two pilots on the vessel and the dispatcher refused  
28 to give him pilots. That is the reason about this  
29 document on the 6th of November 1958.

30 Q. I am showing you an extract of the





1 French

2 minutes of the general special assembly meeting of the  
3 Corporation of Kingston-Ottawa Pilots dated the 6th  
4 November, 1957. Would you please read this document  
5 so it can be translated, so it can be put into the  
6 record. I will read it myself:

7 At the beginning of the assembly the  
8 Chairman thanked all the pilots for their  
9 total co-operation and asked them to remain  
10 with him until the end. Subsequently the  
11 legal adviser assured the pilots of devotion  
12 and absolute understanding concern of their  
13 problems. At this moment Captain Jones and  
14 Mr. Jacques Melanson arrived at the assembly.  
15 The legal adviser, Captain Jones made a  
16 complete picture of the situation explaining  
17 what had brought about the strike was first  
18 the advice or notice they had received that  
19 the eight-hour rest was abolished and sub-  
20 sequently two pilots had been refused on the SUN  
21 INGRID, and finally the compulsory payment was the  
22 dominate point in this assembly.

23 In the discussion there was Mr. Henry  
24 Daoust, Mr. Jean Guy Chartier, Mr. Georges  
25 Gresion, Mr. Ernest Simard, Mr. Germain  
26 Rousseau, Mr. Rene Ratte, Mr. Henri Marchand  
27 and Mr. Leopold Berner and others. Each  
28 one indicated their personal views that it  
29 was easy to sum up in saying that everyone  
30 was exhausted, they could not carry on and





1 French:

2 a change was essential.

3 That will be Exhibit 810.

4  
5 ---EXHIBIT NO. 810:

Minutes of general special  
6 assembly of the Corporation  
of Kingston-Ottawa Pilots  
7 November 6th, 1957.

8  
9 Q. Do you know at what time this stoppage  
10 of work came to an end?

11 A. It ended on the 21st of November, 1958.

12 Q. I note in the brief that the stoppage  
13 started on the 19th of November.

14 A. No.

15 Q. What is the date?

16 A. The 6th of November.

17 Q. When you returned to work on the  
18 21st of November, 1957 had you obtained some concessions  
19 from the Pilotage Authorities, to your knowledge?

20 A. No.

21 Q. You don't recall if you obtained  
22 anything in relation to your request other than compulsory  
23 payment for pilotage dues?

24 A. No.

25 Q. I think that in the minutes there is  
26 mention of the eight-hour rest period.

27 A. This was ten hours.

28 Q. When?

29 A. From the 21st of November, 1957.

30 Q. So I was asking you if there were any







1 French

2 similar concessions you obtained at the time?

3 A. No.

4 THE CHAIRMAN: So the hours rest . . .

5 THE WITNESS: Ten hours.

6 THE CHAIRMAN: Instead of eight hours as  
7 before.

8 THE WITNESS: That is right.

9 THE CHAIRMAN: And then your lawyer said  
10 in a question that you had also had the restoration of  
11 the compulsory payment system at Kingston,

12 MR. LALONDE: Yes, that is what I said.

13 THE CHAIRMAN: That is what I understood.  
14 Did you obtain the system of compulsory payment?

15 THE WITNESS: No.

16 THE CHAIRMAN: So the only thing you got  
17 was a change in your period of rest?

18 THE WITNESS: Yes.

19 MR. LALONDE: Q. Did you have an increase  
20 in the pilots numbers at the time in addition to the  
21 increase in the rest period?

22 A. Yes.

23 Q. Do you remember the number of pilots,  
24 increase in the number of pilots you obtained?

25 A. Three.

26 Q. These pilots, were they there in 1957  
27 before the end of the year?

28 A. I don't think so.

29 Q. Now, there is mention here of the  
30 stoppage of work in 1958. What was the cause of this





1 Frenchh

2 stoppage?

3 A. It was the sailing masters who operate  
4 from Kingston who at that time had a work stoppage and  
5 refused to do the necessary things but there wasn't a  
6 stoppage of work on the vessels where the sailing masters  
7 weren't aboard.

8 Q. Did you obtain what you want from  
9 the Pilotage Authorities?

10 A. Yes, the Chairman said to Captain  
11 Andrews who is Chairman of the sailing masters that  
12 there was an injunction and Mr. Andrews refused.

13 Q. Do you remember under what circumstances  
14 you returned to work at the time?

15 A. Well, the directors of the Corporation  
16 had an assembly and ordered the pilots to take the  
17 necessary steps to pass the information the pilots  
18 wanted, in essence, to the Pilotage Authority.





/RPS 1 French

2 A. Yes, to Kingston and they refused  
3 and it was the Chairman or the President himself who  
4 insisted that it should be the Committee that should  
5 take these appropriate steps.

6 Q. I notice in the brief, on pages 36  
7 and 37 of the English version that there is talk of  
8 negotiations which occurred in 1959 between your group  
9 and the Federation of Shipowners and it is stated in  
10 particular that the pilots accepted a suggestion to the  
11 effect that there would be the establishment of a tariff  
12 which would incorporate a determined income as the  
13 objective which would enable the fluctuation slightly  
14 up or slightly down but which would serve as a basis  
15 for serving the income of pilots. Now to your knowledge  
16 did your Corporation accept such a proposal at the time?

17 A. No.

18 Q. Did you have the occasion or opportunity  
19 to examine or study the minutes of the meetings of that  
20 time in 1959?

21 A. There were no minutes to that effect  
22 in our office of the Corporation.

23 Q. Well did you find anything in the files  
24 of the Corporation enabling you to form the conclusion  
25 that you would have accepted in any way such a project?

26 A. No, because I think that a telegram  
27 had been sent to Ottawa to this effect.

28 Q. To what effect?

29 A. To the effect that they preferred to  
30 stay on the status quo.





1 French

2 Q. I show you a telegram, a photostat  
3 of a telegram dated 15th of April 1959 sent by Mr  
4 Paul Gerin Lajoie to Mr. Alan Cumyn, director in which  
5 it is stated that the pilots are ready to stay with the  
6 status quo in the rates of pilotage, they are ready to  
7 accept the proposals already made. Is this in fact the  
8 telegram you were referring to?

9 A. Yes.

10 MR. BRISSET: Is this telegram in English  
11 or French?

12 MR. LALONDE: English. I file this as  
13 Exhibit 811.

14  
15 ---EXHIBIT NO. 811: Photostat copy of telegram  
16 dated 15th of April 1959.

17  
18 Q. I note there were certain number of  
19 problems. There was mention of these in the brief of  
20 the Shipping Federation and later on in the year 1959.  
21 Could you sum up for the Commission what were the main  
22 problems? Do you recall the problems?

23 A. The question at the time, there are  
24 seven here -- in 1957 there are a number mentioned.

25 Q. This is entitled memorandum for the  
26 Pilotage Authority from the Corporation of the St. Lawrence  
27 Kingston-Ottawa Pilots. This is dated the 11th of June  
28 1959. Would you tell the Commission what are the problems  
29 for your group among the seven which are mentioned at  
30 this point and would you care to read the conclusions into







1 French

2 the record. You have this first problem here:

English 3 "No shelter or accommodation being  
4 "yet provided at St. Lambert Lock for  
5 "pilots in attendance during several hours  
6 "while awaiting their ships."

French 7 (THROUGH THE INTERPRETER.)

8 And then this is a problem which affected  
9 you directly?

10 A. Yes.

11 Q. Was there anything at all at the time  
12 which protected you when you waited?

13 A. Nothing whatsoever.

14 Q. Secondly:

English 15 "No transportation allowance has  
16 "yet been provided to cover the expenses  
17 "which pilots have to incur for going by  
18 "taxi from Montreal to St. Lambert Lock."

French 19 (THROUGH THE INTERPRETER.)

20 Did this concern you directly?

21 A. Yes. We had obtained \$2 for  
22 transportation by taxi.

23 Q. Now take No. 3, this deals with  
24 pilots on the River to Montreal?

25 A. Yes.

26 Q. No. 4 the same. No. 5:

English 27 "Since the opening of the navigation  
28 "Kingston pilots have been working and have  
29 "been charging fees on the basis of a proposed  
30 "tariff which is not legally in force for





1 English

2 "lack of approval by Governor-in-Council.

3 "Such approval should be given forthwith

4 "in order to do away with this entirely

5 "illegal position."

6 (THROUGH THE INTERPRETER.)

7 Was this the subject of an amicable

8 agreement?

9 A. Yes.

10 Q. Now 6:

11 "Probationary pilots are very urgently

12 "needed in the Kingston District both for

13 "the purpose of providing new pilots very

14 "soon and for the purpose of providing help

15 "for pilots on difficult ships. The Corpor-

16 "ation of the St. Lawrence Kingston-Ottawa

17 "pilots has offered and is ready to assume

18 "the payment of such probationary pilots

19 "remuneration. All that is needed is the

20 "consent of ship operators or approval in

21 "the By-Laws of the District to let probation-

22 "ary pilots accompany pilots on board ships."

23 (THROUGH THE INTERPRETER.)

24 This request naturally had to do with your

25 own District?

26 A. Yes.

27 Q. Had you made a request for an increase

28 in the number of pilots in your District before June

29 1959?

30 A. Yes.





1 French

2 Q. Was there any mention made about that  
3 during the spring or the winter of 1959?

4 A. I think it was during the winter.

5 Q. And finally there was an objection  
6 concerning No. 7 to the effect that the President of  
7 the Corporation not be the one chosen in order to pilot  
8 the Royal vessel which was going upbound on the River  
9 at that time.

10 A. Mr. Patrick Dussault was the senior  
11 pilot and he refused to pilot the vessel and he gave  
12 his place to Mr. Jean Guy Chartier.

13 Q. I see that there is a conclusion:

14  
15 "This has been brought to the attention of  
16 "the Pilotage Authority well before the  
17 "opening of the Seaway on April 25th. After  
18 "this date all those points have been pressed  
19 "time and again for solution. Unless such  
20 "solutions are reached and are actually  
21 "enforced on or before June 19th a general  
22 "meeting of all pilots will be called to  
23 "consider the situation and take whatever  
24 "action it may be then decided upon."

25 (THROUGH THE INTERPRETER.

26 In fact did you obtain satisfaction or were  
27 your requests agreed before June 19th 1959?

28 A. Yes.

29 Q. Prior to that date did you receive  
30 any communication stating that you would or your request





1 French

2 would be agreed to?

3 A. I think that we received a telegram  
4 from the Minister or the Deputy Minister.

5 Q. I mean before the brief of June 11th  
6 1959 had you received any comments from the Minister or  
7 Deputy Minister stating that the problems you  
8 had raised would be settled?

9 A. No.

10 Q. Were pilots or additional pilots  
11 appointed in conformity with your request No. 6?

12 A. Yes.

13 Q. Do you remember how many pilots were  
14 appointed at that time?

15 A. I think six.

16 Q. Your lordship I am informed that there  
17 were four pilots that have been appointed. If this  
18 point is important, we are going to have another witness  
19 give evidence on that fact. Subsequent to that appoint-  
20 ment of four or six pilots, you mentioned six, did you  
21 make any further request for additional pilots later on?

22 A. Yes.

23 Q. What was the reason for such a  
24 request?

25 A. Because the division of the District  
26 at Cornwall required more pilots to undertake the workload.

27 Q. Was the District in Cornwall divided  
28 at the time?

29 A. No, not in June 1959.

30 Q. Was it divided subsequent to June







1 French

2 1959?

3 A. Yes. It has been divided after

4 June 1959.

5 Q. Was it ~~in~~the course of the year 1959?

6 A. Yes.

7 Q. And you say that this division at  
8 Cornwall gave you an additional workload. Could you  
9 please indicate to the Commission how could you have  
10 this overload in work?

11 A. We got an overload of work because  
12 by dividing the trips they were shorter but more  
13 frequent.

14 Q. Your lordship I would like to add to  
15 the document filed previously. Mr. Perusse would you  
16 please look at this document. It reproduces the text  
17 of three telegrams exchanged between Mr. Paul Gerin  
18 Lajoie and the Deputy Minister of Transport Mr. Baldwin  
19 on June 17th and 18th 1959. Is that a document taken  
20 from your files?

21 A. Yes.

22 Q. Does that document have to do with  
23 the same items as the ones raised in the brief of June  
24 11th 1959?

25 A. Yes.

26 Q. Your lordship I would like to file  
27 these two documents as Exhibit 812.

28 THE CHAIRMAN: With the brief?

29 MR. LALONDE: With the brief.  
30





1 French

2 ---EXHIBIT NO. 812:

Reproduction of text of  
3 three telegrams.

4 Q. And before this increase in the  
5 workload which took place on account of this division  
6 of the District, could you please tell the Commission  
7 what steps you have to consider in order to face such  
8 a state of affairs?

9 A. Well we were forced to stop  
10 at Cornwall because there was a lack of pilots.

11 Q. I notice here on page 39 of the brief  
12 of the Shipping Federation where it is stated in  
13 the English text that the pilots refused to accept to  
14 be assigned to vessels between seven in the evening and  
15 four-thirty in the morning for all vessels of more  
16 than 1,500 tons. Could you please explain to the  
17 Commission what was the reason for such a decision?

18 A. Well I have to look at the files.

19 Q. I would like to show you copy of a  
20 telegram addressed by Mr. Jean-Guy Chartier on June  
21 14th 1959. Was that document taken from your files to  
22 your knowledge and have you looked at the document?

23 A. Yes.

24 Q. Do you know if that document was  
25 sent to the Pilotage Authority?

26 A. Yes.

27 Q. This reads as follows:

28 "Pilots have been complaining since  
29 "the opening of the Seaway about ships not  
30 "being fitted properly and of the inexperience





1 English

2 "of helmsmen, difficulty of language.

3 "Until such a time as pilots have probationary

4 "pilots and that the ships are properly

5 "fitted for canals in water ballast and

6 "otherwise, pilots will not take ships over

7 "1,500 tons net through the St. Lawrence

8 "canal after seven p.m. and four a.m.

9 "as it is most inadvisable and dangerous."

10 (THROUGH THE INTERPRETER.)

11 Could you please tell the Commission what

12 were the main difficulties at the time with the ocean-

13 going vessels which were going in the Seaway for the

14 first time?

15 A. Many of these vessels were not fitted

16 for the Seaway and there was a lack of crew. For

17 example, the helmsman and the language of the crew was

18 not adequate in order to negotiate the River and the

19 Seaway, especially at nighttime.

20 Q. What was the reason for which you

21 were applying that rule, so to speak, to the vessels of

22 more than 1,500 tons net?

23 A. Because most of the smaller vessels

24 came -- were used to coming through the Seaway and

25 they were used to going in the different

EE2 26 ports.

27 Q. I would like to show you a series

28 of letters exchanged between June 26th 1959 and the

29 7th of August 1959 regarding the appointment of

30 additional pilots. Did you have an opportunity of





1 French

2 reading yourself these letters? I notice there is also  
3 a telegram. Were these documents taken from your files?

4 A. Yes.

5 Q. I would like to show you moreover  
6 a legal advice addressed by Mr. Paul Gerin Lajoie to  
7 Mr. Jean-Guy Chartier regarding the means of transport-  
8 ation between Cornwall and Snell Lock. Is that a  
9 document that was taken also from your files?

10 A. Yes.

11 Q. Do you know if regarding the request  
12 you had made for additional pilots you finally obtained  
13 an increase in the number of pilots in 1959?

14 A. Yes.

15 Q. Do you remember the number of pilots  
16 you thereby obtained? I am sorry, aside from the pilots  
17 appointed in June 1959?

18 A. Well no, I couldn't tell you exactly  
19 how many of them we had.

20 THE CHAIRMAN: Are you filing these documents  
21 in a bundle?

22 MR. LALONDE: Yes.

23  
24 ---EXHIBIT NO. 813:

Correspondence between the  
D.O.T., or the Pilotage  
Authority and the Corporation  
of the St. Lawrence Kingston-  
Ottawa Pilots concerning the  
increase in the number of  
pilots and transportation of  
pilots between Cornwall and  
Snell Lock from May 14th 1959  
until October 27th 1959.

25  
26  
27  
28  
29  
30 THE CHAIRMAN: And also the legal advice?







1 French

2 MR. LALONDE: This has to do with the  
3 transportation of pilots.

4 THE CHAIRMAN: That is included in Exhibit  
5 813?

6 MR. LALONDE: Yes. This was subject to  
7 collective negotiations, joint collective negotiations  
8 at the time. Now I would like also to show you a  
9 photostat copy of a meeting of the Directors of the  
10 Corporation of the St. Lawrence Kingston-Ottawa pilots  
11 dated November 10th 1959 regarding the re-establishment  
12 of the District to Cornwall or regarding the re-establish-  
13 ment of the practice of making a changeover of pilots  
14 in Cornwall. Was that document taken from your minute  
15 book, to your knowledge?

16 A. Yes.

17 Q. Perhaps it would be a good idea to  
18 read it so that it would be reproduced in English in the  
19 record. Minutes of the meeting of the Directors held  
20 in Montreal at the office of Mr. Paul Gerin Lajoie on  
21 November 10th 1959. Present: Mr. Jean-Guy Chartier,  
22 Mr. Vinton Keogh, Mr. Wilbrod Marion, Mr. Andre Perusse,  
23 Mr. Lionel Larose. Mr. Chartier was chairing the meeting.  
24 Mr. Jacques R. Saucier was acting as secretary. The  
25 minutes of the previous meeting were read and upon the  
26 motion which had been duly moved and seconded they  
27 were accepted unanimously. At the outset of the meeting  
28 the Chairman informed the Directors of everything that  
29 had occurred ever since October 19th. In the first  
30 place all were aware that Mr. Cumyn had sent to each and





1 French

2 every pilot a telegram and a week later a letter inform-  
3 ing them that if they did not accept the orders of the  
4 Superintendent that the Department would be forced to  
5 make them accept them by whatever means may be used.

6           The President also informed the Directors  
7 that on November 6th he was called with Mr. Keogh and  
8 Mr. Paul Lajoie to the office of the Deputy Minister  
9 at Ottawa. Mr. Baldwin was extremely explicit. Although  
10 the legal adviser defended the legal opinion that he  
11 had sent to the Board of Directors the President  
12 finally reached the conclusion, supported by Mr. Koegh,  
13 that Mr. Baldwin was ready to sanction the pilots and  
14 perhaps even to suspend their licence. Mr. Baldwin  
15 did not defend too much the legal viewpoint but it was  
16 easy to understand so he stated that his opinion was  
17 that the Government whether it was right or not was  
18 the strongest and that his orders were to be enforced.

19           Facing all these facts the Directors  
20 finally reached the conclusion that one had to start  
21 again with having a division at Cornwall but before  
22 telling the pilots about it the Directors asked the  
23 legal adviser to phone Mr. Cumyn in order to indicate  
24 to him that they did not wish to wait for taxis at  
25 Cornwall but rather to see to it that there were as  
26 many taxis as necessary in order to assure good service.  
27 Also to indicate that the pilots wished to wait in the  
28 taxi so as not to freeze to death on the lot and that  
29 finally to see to it that the taxi be sufficiently  
30 insured so as to protect the pilot.





1 French

2 After the phone which was made to the  
3 Shipping Federation, the legal adviser prepared the  
4 following teletype message to be sent on the same  
5 evening:

6 "After meetings with the Department  
7 "of Transport, Shipping Federation, obtaining  
8 "detailed information as to operation  
9 "of taxi service may be available by  
10 "Shipping Federation Pilots' Committee  
11 "recommends pilots start again change at  
12 "Cornwall and using Federation taxi service  
13 "STOP Lawyer maintains legal opinion given  
14 "in writing but agrees with Committee's  
15 "decision on practical ground."

16 (THROUGH THE INTERPRETER.)

17 And the meeting was closed.

18 Signed Jean-Guy Chartier

19 Jacques R. Saucier.

20 MR. LALONDE: This could be annexed my lord  
21 to the previous Exhibit 813.

22 (THROUGH THE INTERPRETER.)

23 Q. Mr. Perusse I notice that in 1960,  
24 in October 1960 there were also some requests made  
25 to the Pilotage Authorities which have been sent by your  
26 group. Do you remember if those requests were of a  
27 financial order or if these requests had to do with  
28 another question?

29 A. In 1960 the request had to do especially  
30 with the pilotage at night.





1 French

2 Q. And upon this request was your  
3 request agreed to in October 1960?

4 A. No. We have obtained compulsory  
5 pilotage starting November 17th 1960.

6 Q. In fact you obtained compulsory  
7 payment of pilotage dues?

8 A. Yes.

9 Q. If I ask you to sum up according to  
10 your own opinion and experience what the main source  
11 of difficulties existing in your District were as  
12 compared to other Districts due to the fact let us say  
13 you had some stoppages of work that were frequent enough  
14 between the years 1955 and 1959 inclusive ---

15 A. All these stoppages of work, out of  
16 these stoppages of work I think there were two in  
17 1955 and 1957 and they had to do only as regards the  
18 compulsory pilotage in the District.

19 Q. Every time you use "compulsory pilotage"  
20 you mean compulsory payment of pilotage dues?

21 A. Yes.

22 THE CHAIRMAN: What was the question asked?  
23 Was it not the compulsory pilotage and compromise result-  
24 ing ~~to~~ of therefrom?

25 MR. LALONDE: Well no your lordship. The  
26 request was always to the effect of having compulsory  
27 payment of pilotage dues but unfortunately the pilots  
28 used the shorter expression and it leads to certain  
29 misleadings insofar as the technicalities of it are  
30 concerned. Every time Mr. Perusse has referred to compul-







1 French

2 sory pilotage, it means compulsory payment of pilotage  
3 dues. To your mind what was the main point of conflict  
4 in your District or if other reasons were at the source  
5 of the difficulties which occurred in your group?

6 A. The difficulties within our group  
7 were such that there were many unlicensed pilots who  
8 were proceeding in the District, as I mentioned before-  
9 hand, such as the American pilots and even Canadian  
10 pilots and due to the fact that we have the compulsory  
11 payment of pilotage dues I think it should apply to  
12 all vessels without any exception.

13 Q. I would like to ask a question of  
14 a technical point. Mr. Pintal referred in his evidence  
15 to the squatting effect which he felt frequently on  
16 board his vessel. Did you undergo the same experience?

17 A.  
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French

A. Yes, I had the same experience on a vessel, a Japanese vessel the MANJUSAN MARU. It was loaded at 24 feet and 8 inches and the captain had written on the board that at 16 knots the vessel was squatting at 3 feet 8 inches. At 20 knots, 4 feet and 3 inches.

Q. Did you have any experience in the squatting yourself on board the vessel in your District?

A. Yes, on that vessel at 16 knots, well I had the experience of the squatting effect.

Q. Mr. Perusse, I would like to call your attention to paragraphs 315, 316 and 317 of the brief submitted to this Commission by the Federation of the Mid-St. Lawrence Pilots. Did you have an opportunity of reading these paragraphs?

A. Yes.

Q. Do these paragraphs give an exact description of your Corporation, accurate description of the Corporation?

A. Yes.

Q. On page 122 of the English text and following. Now, I would like to examine with you the specific recommendations of your group on page 233 of the English text of the brief, more particularly paragraphs 643 and following. I notice that the first recommendation or the first request is to the effect of obtaining the services of linemen along approach walls.

A. Yes.





1 French

2 Q. Do you have anything to add to the  
3 evidence given by Mr. Pintal to that effect today?

4 A. Well, to the evidence of Mr. Pintal,  
5 I think that there is a kind of safety measure for the  
6 crew of the vessel which is involved besides that with  
7 contrary winds when mooring a vessel, if we have  
8 linesmen available to us we wouldn't need to start  
9 two or three times, make two or three false moves in  
10 order to berth the ship.

11 THE CHAIRMAN: How come you would have two  
12 or three tries to berth a vessel?

13 THE WITNESS: For the very good reason  
14 we have to go along an approach wall, and if there are  
15 contrary winds we must have certain speed with our  
16 vessel, and when we are near enough, we don't have  
17 to take care for the men that disembarked or not, and  
18 sometimes we have to go in reverse and if the men  
19 didn't get off on time we will have to start anew.

20 THE CHAIRMAN: This is only when there is  
21 some wind?

22 THE WITNESS: Yes.

23 MR. LALONDE: Did it ever happen to your  
24 knowledge that certain damages have been caused to  
25 vessels following a lack of linesmen at approach walls?

26 A. Yes, it happened to me, myself, on  
27 the English vessel, I think the HAVINGTON COURT at  
28 the Beauharnois Pier with wind from the southeast.

29 Q. To your knowledge did the same thing  
30 happen to other pilots of your District or are you





1 French

2 aware of that?

3 A. I am not aware of it directly.

4 Q. The second request has to do with  
5 the establishment of special wheelmen for all ocean  
6 vessels of more than 3,000 net tons for their voyage  
7 to the Seaway, in other cases the wheelmen can be  
8 utilized with the consent of the captain.

9 A. Yes, we have the consent of the  
10 captain, of the ship master because we don't have the  
11 right to force the captain to take a wheelman who is  
12 not a member of the crew and we need his consent and  
13 we want to have a wheelman. We want to have a wheel-  
14 man for the very good reason there are many helmsmen  
15 on vessels who we ask to go entirely to the right or  
16 entirely to the left and they are going to turn only  
17 five or ten degrees and most of the time we are on the  
18 bridge at the other end of the vessel and we don't see  
19 what goes on at the wheelhouse.

20 Q. Couldn't it be said that the helmsmen  
21 on board these vessels are people who are far more  
22 experienced about their vessel than a helmsman who  
23 would go on board the vessel at the same time you  
24 would?

25 A. In an ocean-going vessel, when he  
26 is in the high seas he doesn't have any practice because  
27 most vessels today have automatic pilot aboard and  
28 consequently this helmsman doesn't have a great deal  
29 of experience.

30 Q. What do you call "automatic pilot", is the







1 French

2 helmsman there?

3 A. No, it is entirely an electronic  
4 device.

5 THE CHAIRMAN: In other words, you say that  
6 the helmsmen normally don't obey your orders?

7 THE WITNESS: Oftentimes where the River  
8 is very hard and they are going to turn five or ten  
9 degrees and we don't know because we are at the other  
10 end of the bridge and the helmsman is alone with the  
11 master.

12 THE CHAIRMAN: Five to ten degrees instead  
13 of what?

14 THE WITNESS: Instead of 25 to 30 degrees.

15 MR. LALONDE: Q. What causes this disobedience  
16 on the part of the helmsmen as far as your instructions  
17 are concerned?

18 A. Oftentimes the ship master refuses  
19 to give so many degrees and these ocean-going vessels  
20 don't have the rudder which is as large as an upper  
21 laker and it is very important to get it and if we ask  
22 for entirely right or entirely left it is because  
23 we have very good reasons for asking it.

24 Q. Has it ever happened to you to have  
25 trouble in communication because of linguistic reasons  
26 between the helmsman and the pilot?

27 A. Yes, I think we had gone to see  
28 the Superintendent of Pilots at that time in order to  
29 complain about a given vessel, the fact that the  
30 helmsman didn't speak either English or French. I think





1 French

2 it was a Greek vessel.

3 Q. Do you remember what steps were  
4 taken, how these requests were made to the Pilotage  
5 Authority? I would like to show you a photostat copy  
6 of a letter of Mr. Alan Cumyn sent to Mr. Melanson  
7 in the month of April, 1959 which reads:

8 Pilots may be assured they will not  
9 be blamed for casualties which are found  
10 to be caused by errors of the wheelsman.

11 Signed, Alan Cumyn.

12 A. I think that telegram followed our  
13 interview with Mr. Melanson.

14 MR. LALONDE: Your lordship, I would like  
15 to ask the legal adviser of the Commission to ask the  
16 representatives of the D.O.T. to check in the files of  
17 the D.O.T. for any exchange of correspondence towards  
18 the end of April, beginning of May, 1959 regarding the  
19 complaint of pilots of the District of St. Lawrence,  
20 Kingston-Ottawa regarding difficulties with wheelsmen,  
21 and with your authorization this correspondence could  
22 be attached, annexed to this telegram which I file  
23 immediately as Exhibit 814.

24  
25 ---EXHIBIT NO. 814: Telegram from Mr. Alan  
26 Cumyn, April, 1959.

27  
28 THE CHAIRMAN: Beforehand, you mentioned  
29 orders which weren't entirely obeyed or enforced. Has  
30 it ever happened they did the opposite?





1 French

2 THE WITNESS: Yes.

3 THE CHAIRMAN: You would give an order to  
4 go starboard and they would go the other side, does  
5 that happen?

6 THE WITNESS: Yes. ....

7 THE CHAIRMAN: Do you think it would be  
8 preferable that a man would follow you about, would be  
9 with you at the same time? .....

10 THE WITNESS: Yes, they would speak the  
11 same language at any rate.

12 THE CHAIRMAN: I think if they did that with  
13 you perhaps they would do the same thing when they are  
14 with the master of their vessel. ....

15 THE WITNESS: No. Their master is a Greek  
16 and he is going to speak to him in Greek and they will  
17 understand it better because we can't give orders in  
18 their language.

19 MR. LALONDE: Q. I notice your ~~request~~ for  
20 compulsory wheelmen applies only to ocean-going vessels  
21 of more than 3,000 tons net. What is the reason for  
22 which you make this request regarding vessels of over  
23 3,000 tons net?

24 A. A small vessel below 3,000 tons net,  
25 if there is a mistake, if they go starboard instead of  
26 port we can correct the error.

27 Q. You mean you can correct the error?

28 A. I mean correct that error.

29 MR. LALONDE: Your lordship it is already

30 5:05.





1 French

2 THE CHAIRMAN: We are not going to start  
3 a new subject.

4 MR. LALONDE: Do you have anything else  
5 to add on that, Mr. Perusse?

6 THE WITNESS: No.

7 THE CHAIRMAN: We are going to stand adjourned  
8 until 10:00 o'clock tomorrow morning.

9

10

11 ---WHEREUPON THE HEARING ADJOURNED UNTIL 10:00 A.M.,

12 WEDNESDAY, THE 27th DAY OF

13 NOVEMBER, 1963.

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# ROYAL COMMISSION

ON

# PILOTAGE

## HEARINGS

HELD AT

**MONTREAL**

P. Q.

VOLUME No.:

86A

DATE:

*Nov. 27, 1963*

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Montreal, Quebec  
Wednesday  
November 27th, 1963

10632

1 French

2 ---ON COMMENCING AT 10:00 A.M.

3  
4 ANDRE PERUSSE Re-sworn

5 CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

6 (THROUGH THE INTERPRETER.)

7 Q. We have here paragraph 650 of the  
8 submission by the St. Lawrence Pilots' Corporation and  
9 we were ~~studying~~ specific recommendations of your  
10 District to the Commission. Is that so?

11 A. Yes.

12 Q. I note that recommendation three  
13 requests a system of appropriate apprenticeship be  
14 adopted without delay in the District, and that you  
15 will note that the Pilotage Authorities undertook a  
16 firm undertaking to adopt a system in 1963 in your  
17 District and in paragraph 651 you complain that the  
18 system is not yet employed. Can you say to the Commis-  
19 sion whether the establishment of the system presents  
20 a question of urgency in your District?

21 A. Yes, because there are several  
22 pilots who are more than 65 years old and from one  
23 year to the next we need an apprenticeship immediately.

24 Q. How many pilots do you have in  
25 your District that have reached the age of 65 at the  
26 moment?

27 A. Five.

28 Q. Would you have any idea of the number  
29 of pilots in your District who were between 60 and 65  
30 years of age?





1 French

2 A. Six, approximately.

3 Q. Could you tell the Commission how it  
4 is that you seem to have a more considerable number of  
5 pilots in your District who have reached such an  
6 advanced age in your profession?

7 A. Well, when we worked through two  
8 Districts of pilots we were able to stay in Cornwall  
9 in Kingston, we had all the pilots who were older in  
10 the District had the choice of having Cornwall or  
11 Kingston Districts, and that is the reason why the  
12 District of Cornwall was chosen.

13 Q. How many pilots, excuse me, I under-  
14 stand that in the past the practice was to replace  
15 those who retired in your District by the surplus  
16 pilots in the Kingston District?

17 A. Yes.

18 Q. Could you tell the Commission how many  
19 pilots, if there are any remaining in surplus in  
20 Kingston at the present moment?

21 A. The one or two from Kingston went  
22 to Cornwall.

23 Q. Would you tell the Commission how  
24 much time is involved in the apprenticeship system in  
25 which you need to train the pilot?

26 A. Not less than three years.

27 Q. It has already been stated to the  
28 Commission you have quite considerable experience yourself  
29 upon lakers and that you subsequently underwent a  
30 training course in your District. Why do you propose





1 French

2 a training system which would be different from that  
3 which you yourself have already benefited from?

4 A. Well, as I stated in my testimony  
5 there were many pilots who were travelling the area  
6 even three times a week, and now they travel to and  
7 from Montreal several times, maybe fifteen trips a  
8 year.

9 Q. What conclusions do you draw, though,  
10 from this?

11 A. Well, the conclusion that most of  
12 the time those who do the River are not the type of  
13 pilot getting aboard a boat who isn't chosen by the  
14 Pilotage Authority, getting on at Montreal or Toronto  
15 or coming down to Montreal.

16 Q. What objections have you to a system  
17 of probation similar, let us say, to the one mentioned  
18 by my confrere? Let us take, for example, holders  
19 of foreign-going masters' certificates who train them-  
20 selves rapidly in a couple of months as pilots of your  
21 District?

22 A. I don't think that with a foreign-  
23 going master's certificate when his whole career is in  
24 the Seaway, especially it would take two or three  
25 years roughly before he would be ready.

26 Q. Can you say if to your knowledge  
27 there exists a sufficient number of Canadians at the  
28 moment who are navigating as foreign-going masters  
29 to ensure the recruitment of replacements in your  
30 District?





1 French

2 A. No.

3 Q. Have you any idea of the number of  
4 Canadians at the present time who are on foreign-going  
5 Canadian vessels as foreign-going masters at the moment?

6 A. I would say roughly ten in all.

7 Q. Let us come now to the following  
8 recommendations, the ones in paragraph 652 and following  
9 paragraphs. This recommendation reads as follows:

10 That the only vessels having compul-  
11 sory pilotage in the District of Cornwall  
12 are the vessels at present exempt from  
13 compulsory payment of pilotage dues in the  
14 Montreal District.

15 At the present moment, in your District  
16 all the lakers, the Canadian and American lakers are  
17 exempted?

18 A. Yes.

19 Q. Under the request you are making  
20 now, and in short, considering the fairly substantial  
21 reduction in terms of the exemption in your District?

22 A. Yes.

23 Q. What are the reasons which motivate  
24 your group in asking for such a reduction of the  
25 exemptions for the District?

26 A. Firstly the American vessels as has  
27 been shown by what was sent to Ottawa, the American  
28 pilots who disembark and embark at St. Lambert do pilot-  
29 age on these vessels and even some Canadian vessels  
30 have done this too because it is being shown by the







1 French

2 telegram which we have sent beforehand.

3 Q. But what are the reasons for which  
4 you ask for the reduction, exemptions? Are there at  
5 the moment any dangers to navigation or anything else  
6 which would force such a request?

7 A. Yes. In terms of navigation there  
8 are many lakers which do the pilotage itself and we  
9 are obliged with sea-going vessels to go around, to make  
10 a turn, as was said by Mr. Pinal yesterday. They go  
11 themselves and they don't feel obliged to turn around.

12 Q. Have you had this experience yourself  
13 in the District?

14 A. Yes.

15 Q. Were you aboard a laker, when you  
16 were aboard a laker was this practice at the time?

17 A. No, because the Kingston to Montreal,  
18 they didn't have the specific experience in this  
19 direction.

20 Q. Well, did you do pilotage outside  
21 your District, Montreal-Kingston as a licensed pilot?

22 A. Yes. I was making the whole  
23 Corporation, we worked from Three Rivers, between Three  
24 Rivers and to the coast of New Brunswick and we were  
25 doing pilotage up to Quebec.

26 Q. Three Rivers to Quebec.

27 A. From Pointe au Pere to Quebec.

28 Q. Yes?

29 A. Many pilots -- we didn't know the  
30 currents and the vessel might be anchored in the wrong





1 French

2 space and so on.

3 Q. I think I asked you this question  
4 yesterday. I am not quite sure. I would like to make  
5 sure on this point. When you became a pilot in 1956  
6 were there lakers in your District?

7 A. Yes.

8 Q. Would you be able to say approximately,  
9 can you give us just approximately the percentage of  
10 lakers which were taking pilots on board these vessels?

11 A. I would say approximately 85 per cent.

12 Q. But I note for example that at the  
13 present moment in your District there is a company, the  
14 Canada Steamship Lines which has only its own pilots,  
15 licensed pilots, licensed by the D.O.T.?

16 A. Yes, Canada Steamship Lines at that  
17 time, I think there are two of them.

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/RPS

1 French

2 Q. In 1956 this same company did it have  
3 its own pilots?

4 A. Yes.

5 Q. The percentage you gave me as being  
6 approximately 85 per cent do you include the pilots  
7 of Canada Steamship Lines?

8 A. Yes because after the opening of the  
9 St. Lawrence Seaway they kept only two and the others  
10 went elsewhere.

11 Q. During 1956 were there any special  
12 pilots other than the Canadian Steamship Lines?

13 A. Yes. The British American Oil had  
14 some and the upper lakes and St. Lawrence.

15 Q. Were there any special pilots for  
16 ocean-going lines?

17 A. Yes.

18 Q. When was this system of special  
19 pilots abolished in your District?

20 A. When the Corporation was formed in  
21 1958.

22 Q. This system, was it abolished by the  
23 Pilotage Authority or by the Corporation? How did this  
24 arise?

25 A. I think it was the Corporation.

26 Q. Were you a pilot at the time?

27 A. No.

28 Q. So you have no personal knowledge of  
29 this matter I suppose?

30 A. No.





1 French

2 THE CHAIRMAN: Well it was abolished in  
3 practice for the others but it was not abolished in  
4 principle because the Canada Steamship Lines has still  
5 two pilots, special pilots.

6 MR. LALONDE: I understand that there is  
7 special permission from the Pilotage Authority in regard  
8 to this company.

9 THE CHAIRMAN: Well I would like this point  
10 to be clarified.

11 MR. LALONDE: Yes your lordship.

12 MR. JACQUES: My lord we already had some  
13 evidence from Mr. Melanson in that respect. There is  
14 a clause in the By-Laws applicable to this witness'  
15 District specifying that the contract in force for the  
16 pilots at the time the District was created could  
17 continue and the pilots could work under that contract  
18 but no new contract could be entered into.

19 THE CHAIRMAN: Just a carry over?

20 MR. JACQUES: Yes my lord.

21 (THROUGH THE INTERPRETER.)

22 Q. Are there any other special pilots,  
23 other than the two you mentioned for Canada Steamship  
24 Lines at the moment in your District?

25 A. No, not to my knowledge.

26 Q. Until what year roughly did you  
27 continue this general practice for the employing of  
28 special pilots?

29 A. Until the opening of the St. Lawrence  
30 Seaway.







1 French

2 Q. Now I note that you had another  
3 recommendation, No. 5, concerning the first trip of  
4 a vessel, paragraph 659 and following. I note,  
5 furthermore, a substantial reduction in the exemption  
6 for lakers. You ask that any ship exempt under  
7 recommendation No. 4 shall, nevertheless, be forced  
8 to take a pilot aboard during its first trip or rather  
9 during its first few trips in the District. The text  
10 of paragraph 659 reads as follows:

11 That any ship exempt from compulsory  
12 pilotage, if the tonnage is not big, shall  
13 be required to take a pilot during its first  
14 few trips in the District and it concludes  
15 by saying there should be a rule causing  
16 the ship to take a pilot aboard during at least its  
17 first few trips. Now could you tell the Commission  
18 based on your experience how you came to this conclusion?

19 A. Well there was small vessels, there  
20 were low tonnage and high tonnage ones. We had an  
21 example this summer, we had the case of the CARL  
22 SCHMEDIMAN which was of the Hull Corporation. It  
23 was taking cement to Toronto all summer. It was  
24 exempt from pilotage and came within those vessels which  
25 were supposed to be exempt from pilotage.

26 Q. Well apart from the case of the  
27 SCHMEDIMAN, apart from the problem of this vessel,  
28 the CARL SCHMEDIMAN, why do you ask that low tonnage  
29 vessels be exempt from taking a pilot except during  
30 their first few trips?





1 French

2 A. There are low tonnage vessels which  
3 have never had piloting. They do not know the River  
4 and I feel they should take a pilot for navigation  
5 security, safety.

6 Q. Have you had experience with this  
7 type of vessel where there may be not necessarily danger,  
8 but some danger to safety of navigation?

9 A. Yes. I myself can tell you that if  
10 a vessel does not know the River and is doing this only  
11 on the basis of maps, there is a certain danger to  
12 navigation.

13 Q. Have you had complaints from your  
14 colleagues on this matter?

15 A. No.

16 Q. Have you noted an increase in the number  
17 of low tonnage vessels on the St. Lawrence Seaway, let  
18 us say this year in relation to previous years?

19 A. There has been a diminution.

20 Q. I don't understand your answer.  
21 What do you mean the vessels diminished? You mean the  
22 total number or the tonnage?

23 A. Yes.

24 Q. Please give one answer or the other.  
25 Don't give a double-barreled answer. Is there a drop  
26 in the tonnage of the ships or the total number?

27 A. The total of the ships are diminishing  
28 because there is a constant change inasmuch as the  
29 small vessels are automatically dropping in number.

30 Q. Well have you had vessels of low





1 French

2 tonnage frequent the St. Lawrence Seaway?

3 A. Yes, there are a number which frequent  
4 the St. Lawrence Seaway.

5 Q. Well have you had this only recently  
6 or has this been a constant matter since the opening  
7 of the Seaway?

8 A. It has been happening continuously  
9 since the opening and indeed even before the opening  
10 of the St. Lawrence Seaway.

11 Q. Recommendation No. 6, paragraph 651  
12 and 662 deals with St. Regis, Snell Locks section.  
13 You asked that the juridical situation of the pilots  
14 between St. Regis and the Snell Lock be clarified.  
15 I understand this is a juridical matter, but would you  
16 like to give in your own words how the present situation  
17 is a problem to you?

18 A. Well we have to get aboard vessels  
19 up to the Snell Lock and this is not part of the District.  
20 This is part of the St. Regis-Quebec. It goes up to  
21 Snell Lock. This is, let us say, a distance of six  
22 miles in relation to the District.

23 Q. Has it also happened that accidents  
24 or incidents have occurred to vessels with Canadian  
25 pilots aboard between St. Regis and Snell?

26 A. Yes.

27 Q. If I understand properly what you are  
28 saying does this happen from the frontier? From the  
29 border?

30 A. Yes, from the border as from Snell Lock.





1 French

2 Q. What happened on this occasion? Were  
3 you under American jurisdiction or Canadian jurisdiction  
4 or authority?

5 A. I couldn't say. I think under  
6 American jurisdiction.

7 Q. You had no personal experience in  
8 that connection?

9 A. No.

10 Q. Recommendation No. 7 bridges across  
11 the Seaway. You asked ~~that~~ the signal system be coupled  
12 with a radio-telephone service. Mr. Pinal testified  
13 I think that is necessary in your District. I believe  
14 you would support him on this?

15 A. Whether downstream or upstream the  
16 Beauharnois wishes to have some -- we have to wait  
17 sometimes for other vessels to reply but the radio-  
18 telephone service could be in direct communication or  
19 linked with ours.

20 Q. Would that represent a certain  
21 advantage for your duty?

22 A. Yes, because let us take for example  
23 a ship of the speed of six or seven knots. With the  
24 direction of the current going downstream to Valleyfield,  
25 if it is not possible to contact Beauharnois, we can  
26 always talk to the man on the bridge.

27 Q. Has it ever happened to your knowledge  
28 certain circumstance where the operation of pilotage,  
29 or the safety of navigation would have been better  
30 assured or guaranteed if there had been another system







1 French  
2 or if I put it another way: were there ever any cases  
3 where the vessels were put in a difficult situation  
4 because of this lack of communication?

5 A. Yes. I think in 1959 upon the  
6 opening of the Seaway, if my memory serves me right,  
7 the PRESCOTT was crosswise up the Valleyfield bridge  
8 and it was leaning on the pillars.

9 Q. Do you know the reason why this  
10 occurred?

11 A. Well the vessel was not able to see  
12 the bridge on time to pass.

13 Q. Do you know if there has been any  
14 communication with Beauharnois at that time?

15 A. I couldn't tell you.

16 Q. Was there a pilot on board on that  
17 occasion?

18 A. Not a pilot from the assignment list  
19 at any rate.

20 Q. Who is the owner of the PRESCOTT  
21 vessel?

22 A. Canada Steamship Lines.

23 Q. You have also asked in recommendation  
24 No. 8, paragraph 665 that an appropriate building with  
25 telephone service be furnished to the pilots at the  
26 St. Lambert Lock. What do you have at the present time  
27 in order to communicate with vessels?

28 A. At the present time we have a kind  
29 of trailer. It is <sup>not</sup> very well located. It is just  
30 below Victoria Bridge.





1 French

2 Q. Could you please indicate in green  
3 on this chart the location where this trailer is?

4 A. (Witness indicates.)

5 Q. What are the inconveniences of  
6 such a trailer?

7 A. Well if we reach the point to go on  
8 board a vessel, and if we go in the trailer and the  
9 vessel goes directly into the lock, well we have to  
10 deal at all times through the south extreme of the  
11 lock in order to go on board the vessel and I do not  
12 think it would be a very appropriate location in order  
13 to have this building.

14 Q. You asked that the telephone service  
15 be installed. Do you have one at the present time at  
16 the trailer?

17 A. Only to call the Pilots' Office.

18 Q. Is that a direct line with the Pilots'  
19 Office or what?

20 A. I think so.

21 Q. You cannot dial anywhere else?

22 A. No.

23 Q. Is there a public phone at this place?

24 A. In the trailer, no, there is no  
25 public phone.

26 Q. Is there one on the wharf?

27 A. Yes.

28 Q. At what distance?

29 A. On the east side of the lock and near  
30 the building of the lock master.





1 French

2 Q. Recommendation No. 9 you ask that there  
3 be a greater co-operation with the representatives  
4 of the Seaway with a view to obtaining the necessary  
5 information concerning revival of vessels in the locks.  
6 To what do you refer?

7 A. At the present time I do not think  
8 we get a great deal of co-operation. For example,  
9 whenever we are upbound towards St. Louis Lake, we  
10 reach Windmill Point and then we report to go to Beau-  
11 harnois Lock and we are told, they say go up and  
12 watch the green light. Consequently, well this doesn't  
13 tell us anything. If there is some traffic or  
14 anything, well we are not told about that.

15 Q. And you cannot obtain or can you  
16 obtain additional information to that?

17 A. No.

18 Q. Are you simply told to watch the  
19 green light?

20 A. Well we are only told to watch the  
21 green light.

22 Q. Recommendation No. 10 you ask that --  
23 before going on to that recommendation No. 10, is it  
24 only regarding the Beauharnois Lock that you have  
25 trouble?

26 A. No, we have this trouble as well at  
27 Cote Ste. Catherines and also at the two locks of  
28 Beauharnois upbound and downbound as well as the  
29 St. Lambert Lock upbound and downbound.

30 Q. Now recommendation No. 10 where it is

B2





1 French

2 stated ---

3 THE CHAIRMAN: At Snell upbound do you also  
4 encounter the same difficulty?

5 THE WITNESS: No. At Snell the Americans  
6 tell us in advance in order to slow down or maintain  
7 our speed or that it would take 20 minutes, half an  
8 hour before having the lock to ourselves, but we are  
9 told in advance.

10 THE CHAIRMAN: Consequently, the American  
11 system and the Canadian procedure are two different  
12 approaches for the locks?

13 THE WITNESS: Yes. The American procedure  
14 is far better.

15 THE CHAIRMAN: Because they tell you about  
16 the traffic and how long it will take?

17 THE WITNESS: Yes.

18 THE CHAIRMAN: And that is why you asked  
19 that the same procedure be established in the Canadian  
20 sector?

21 THE WITNESS: Yes.

22 Q. Could you please explain in a more  
23 detailed fashion what is the American procedure towards  
24 the approach of the Snell Lock?

25 A. When we approach the Snell Lock,  
26 when we reach point seven, which is buoy 73F at St.  
27 Francis Lake, we report ourselves and if there is  
28 traffic in front of us the dispatcher at Eisenhower  
29 is going to tell us to slow down and if there are  
30 no vessels in front of us he is going to tell us to  
maintain our speed or to go 12 knots per hour and to go







1 French

2 to Raquette River Range and once we get there, we get  
3 a new communication and we are being told that we will  
4 have to wait 15 minutes, half an hour, an hour, before  
5 having the lock to ourselves and he tells us what to do.

6 Q. Are you told to tie to the tie wall  
7 or are you being told to anchor?

8 A. Well he may tell us to cast anchor  
9 and if there is no vessel at the tie wall, well to go  
10 and tie the vessel at the tie wall.

11 THE CHAIRMAN: And all that is done through  
12 radio-telephone?

13 THE WITNESS: Yes.

14 Q. Recommendation No. 10, paragraph 668  
15 you ask that the Cardinal radio station telephone be  
16 transferred to Cornwall or the surrounding district.  
17 Could you please explain the purpose of that recommendation?

18 A. Well oftentimes when we are upbound  
19 on St. Francis Lake to send our arrival time at Snell  
20 Lock in order to get the pilot who is going to replace  
21 us, well we cannot contact Cardinal and oftentime we  
22 have to call Eisenhower in order to send our expected  
23 time of arrival.

24 THE CHAIRMAN: Is this a place indicated on  
25 the chart as being a call point?

26 THE WITNESS: No.

27 THE CHAIRMAN: I understand that those are  
28 not communications with the Seaway but with your  
29 dispatching office?

30 THE WITNESS: Yes, and we must at least call





1 French

2 two hours before the arrival of the vessel at Snell  
3 Lock.

4 Q. The only communication that you have  
5 at Lake St. Francis in that region is with the pilotage  
6 station and the Seaway or can you also call for other  
7 purposes from the vessel?

8 A. Well not especially but the captain,  
9 the agents on Lake St. Louis they are not in a position  
10 to reach Lake St. Francis.

11 Q. Lake St. Francis?

12 A. Yes.

13 Q. For your own purpose as a pilot do  
14 you think that these difficulties would involve moving  
15 of the station from Cardinal to Cornwall or would you  
16 have another similar suggestion to make?

17 A. Well they could do what they did here  
18 in Montreal at the pilots' office. They could have  
19 their own radio-telephone and then we can contact  
20 directly the pilots' office or dispatching office.

21 Q. You have such a system in Montreal  
22 at the present time?

23 A. Yes.

24 Q. Did you talk about that with the  
25 representatives of the Pilotage Authority or the  
26 Telecommunications Service regarding these difficulties  
27 you mentioned?

28 A. No, the only one I talked it over  
29 with was Mr. Menard at the signal office in order to  
30 see to it that the station be moved from Cardinal to





1 French

2 Cornwall.

3 Q. Were there any particular difficulties  
4 raised regarding such a transfer? Were you told that  
5 there would be other problems which would be raised in  
6 turn?

7 A. No. The only thing that was mentioned  
8 was to install a remote control at Lake St. Francis  
9 in order to give greater power to the Cardinal Station.

10 Q. Was that done?

11 A. No.

12 Q. Paragraph 670 and 671 you ask that  
13 the equitable division of the work must be made between  
14 pilots of the District concerned in the St. Lambert  
15 and Snell Lock. Mr. Pintal explained that at Snell  
16 Lock you were taking the ships, at any rate in all  
17 cases, in the locks?

18 A. Yes.

19 Q. And that at St. Lambert Lock Mr.  
20 Lavoie and Mr. Pintal also gave evidence to the effect  
21 that at the present time you were taking vessels at the  
22 first station at the approach wall downstream to the  
23 St. Lambert Lock. Is that correct?

24 A. Yes.

25 Q. We were also given evidence before  
26 this Commission to the effect that from the years 1959  
27 to 1962 you were taking the vessels below, or rather  
28 at the approach wall below the lock in all cases where  
29 the vessel had not been taken in the St. Lambert Lock.  
30 Is that correct?





1 French

2 A. Yes.

3 Q. What are your comments regarding the  
4 proposal that you make as recommendation No. 11 at the  
5 present time?

6 A. To my own mind I think that everything  
7 that is not within our District, from St. Regis and  
8 Snell Lock, if we do that transfer and bring the  
9 vessel into the lock, that I think that the same work  
10 should be done in the case of St. Lambert Lock.

11 THE CHAIRMAN: In other words, that the  
12 River pilots or that the Harbour pilots be forced to  
13 take the vessel in the lock?

14 THE WITNESS: Well the River pilot will bring  
15 two or three vessels per year because they must go to  
16 Longue Pointe for their inspections and automatically  
17 the Harbour pilot goes on board to take the vessel to  
18 the Seaway.

19 Q. If I am to understand you properly,  
20 in the case of River pilots you would be in agreement  
21 with the taking of vessels at the approach wall or do  
22 you think that the same rule shall apply in all cases?

23 A. I think that if there are more than  
24 two or three vessels per year, I think that the rule  
25 should apply to both.

26 Q. When you mention two or three vessels  
27 per year, is it per pilot or is that a total?

28 A. As a total.

29 MR. JACQUES: Did I understand you properly  
30 when you told us that all vessels, that all vessels,







1 French

2 that all River pilots from Montreal bring to the St.  
3 Lambert Lock a total of only two or three per year?

4 THE WITNESS: No. The ocean-going vessels  
5 are forced to be inspected at Longue Pointe but the  
6 upper lakes, well the ship masters take charge of the  
7 vessel at the Jacques Cartier Bridge and he brings  
8 them to the approach wall and does his own manoeuvring.

9 MR. JACQUES: Agreed, but did you say  
10 that River pilots were bringing two or three vessels  
11 to the St. Lambert Lock two or three times a year?

12 THE WITNESS: Yes.

13 MR. JACQUES: Is that two or three vessels  
14 per pilot?

15 THE WITNESS: No, for a group of pilots  
16 as a whole.

17 Q. Did I ask you if you were undertaking  
18 pilotage while you were an officer on board lakers  
19 before 1956?

20 A. Yes, on board the PRESCOTT of the  
21 Canadian Steamship Lines.

22 Q. Did I ask you if you were being paid  
23 for that service?

24 A. Yes. We received \$30 per trip or  
25 part of a trip.

26 Q. By trip what do you mean? A transit  
27 or simply both ways?

28 A. Transit.

29 Q. You mean that for each trip every time  
30 that you were transiting within the District one way?





1 French

2 A. Yes.

3 Q. And this meant that you received  
4 \$60 for a trip, around trip?

5 A. Yes.

6 Q. Was that in addition to your pay as  
7 an officer?

8 A. Yes.

9 Q. What type of pilotage were you doing?  
10 Pilotage over this section which was not in a canal,  
11 or was it pilotage in the canal itself?

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B/RPS

1 French

2 A. In the part where there were no canals.

3 Q. What did that represent? You weren't  
4 undertaking any pilotage in the St. Lawrence Canal? Was  
5 there any other canals at that time?

6 A. There was the Lachine Canal, St.  
7 Lawrence Canal, the Cornwall Canal, Soulanges, Murray  
8 Bay, the Iroquois Canal and the Cardinal Canal where we  
9 weren't doing pilotage.

10 Q. At any of those places. Also there  
11 were blocks at the canals?

12 A. Yes.

13 Q. And it was performing that duty you  
14 were receiving \$30 in addition to your ordinary wages as  
15 an officer?

16 A. Yes.

17 Q. Were you doing watch duty as an officer  
18 also in the Canal?

19 A. Yes, I was doing my watch duty aside  
20 from that.

21 Q. Was that the current practice to your  
22 knowledge other than the company where you worked.

23 A. Yes.

24 Q. Now, you mentioned that about 85 per  
25 cent of lakers were availing themselves of the services  
26 of special pilots or licensed pilots, at any rate, to  
27 do their pilotage and you told us that within your company  
28 it was quite the common practice for officers to perform  
29 pilotage duties.

30 A. I think that the steamship company always





1 French

2 did the same -- (THE INTERPRETER: I didn't hear the  
3 rest of the answer.)

4  
5 ----(French reporter reads back answer.)

6  
7 A. Yes, and I think that Patterson  
8 Steamship always had master pilots on board.

9 Q. If I understand you properly that is  
10 where you were calling officers, master and pilot or  
11 mate and pilot.

12 A. Mate and pilot.

13 Q. I think that Mr. Pinal gave  
14 similar evidence as regards to the practice in Canada  
15 Steamship Lines?

16 A. Yes.

17 Q. How are you to know that if the  
18 Patterson and Canada Steamship had similar practice  
19 with the one you have just described that at the same  
20 time that 85 per cent of the lakers had licensed pilots  
21 on board?

22 A. Well, the Canada Steamship Line had  
23 other pilots, licensed pilots by the Government.

24 Q. In the case of the Patterson Steamship  
25 was this same situation in existence?

26 A. No.

27 Q. In the case of the whole Corporation,  
28 did they have the same system at the Canada Steamship?

29 A. No, they didn't have any pilots, the  
30 masters were accomplishing the duty without reimbursement.







1 French

2 Q. Would the Upper Lakes have the same  
3 practice as Canada Steamship?

4 A. No, they had special pilots.

5 Q. Were they licensed pilots?

6 A. Yes, they were being licensed by the  
7 D.O.T.

8 Q. And to your knowledge many other  
9 minor companies, did they have any special pilots or  
10 licensed pilots or were they doing mates and pilots on  
11 board vessels at the same time?

12 A. Most of the other ones such as  
13 British American Oil had pilots, licensed by the  
14 D.O.T. and who were special pilots and they were on an  
15 assignment list and the Ontario Paper were taking pilots  
16 from the assignment list and also special pilots, as  
17 well as Imperial Oil.

18 MR. LALONDE: Thank you.

19  
20 CROSS-EXAMINATION BY MR. MASON:

21  
22 Q. Pilot, prior to the devoting of your  
23 time to pilotage in the River in 1956 I gather you were  
24 employed and working the canal areas between the lower  
25 lake ports and Montreal; is that right?

26 A. Right.

27 Q. Did you work for one company or several  
28 companies?

29 A. Several companies. I worked for  
30 Canada Steamship Lines, I worked for Upper Lakes, St.





1 English

2 Lawrence, and I worked for the oil corporation and  
3 Patterson Steamships.

4 Q. I gather you were employed as a mate  
5 on these various vessels for these companies?

6 A. That is right.

7 Q. Besides your duties as mate you  
8 piloted the vessel when the master wasn't piloting the  
9 vessel?

10 A. That is right.

11 Q. But you were a member of the crew of  
12 the vessel?

13 A. Yes.

14 Q. These vessels that you were employed  
15 on, were they all the canal-sized craft?

16 A. Yes.

17 Q. And you traded in the main from  
18 Cornwall down to Montreal to discharge grain and proceed  
19 up again in ballast?

20 A. Prescott and we used to go Kingston  
21 to Montreal.

22 Q. Did you avail yourself of pilotage  
23 services of anybody else than a member of the crew?

24 A. No. When I was mate and pilot I  
25 was doing the piloting myself.

26 Q. But you were still a member of the crew?

27 A. Yes.

28 Q. How many mates did these vessels carry?

29 A. Well, at one time they were carrying  
30 two, 2nd mate and 1st mate and afterwards we had 3rd mate,





1 English

2 2nd mate and 1st mate.

3 Q. Besides the master being always  
4 competent to pilot his vessel and the 1st mate, was  
5 the 2nd mate doing pilotage too?

6 A. Not on the ship I was on.

7 Q. The pilot's duties would be split  
8 between the master and the mate?

9 A. Well, when I was paid for pilotage  
10 the master didn't do any pilotage.

11 Q. When he was resting you would pilot?

12 A. Yes.

13 Q. Mr. Pinal yesterday described the  
14 duration of his trip to be in the neighbourhood of  
15 two, two and a half days; is that correct?

16 A. That is right.

17 Q. That would be between say Prescott  
18 and Montreal, or Kingston and Montreal?

19 A. Well, that was from Prescott to Montreal.

20 Q. Prescott to Montreal. What would be  
21 the tonnage of these vessels you were employed on?

22 A. Oh, approximately they are 14, 1500  
23 ton net.

24 Q. Did you employ the services of a pilot  
25 in the Harbour of Montreal?

26 A. Yes.

27 Q. Always?

28 A. Yes.

29 THE CHAIRMAN: That means that the time --  
30 were you relieved in Montreal or at the gate of the Lachine





1 English

2 Canal?

3 A. Oh yes, you see I was relieved there,  
4 if I was off watch at Lachine the other mate used to  
5 take a ship through the canal with the captain and the  
6 Harbour pilot used to get aboard at the lower end of the  
7 Lachine Canal to take it to the elevator.

8 THE CHAIRMAN: Excuse me, while we are on  
9 the subject, what about the lake pilots for the Kingston,  
10 Montreal District, would they be aboard your ship and  
11 in Montreal Harbour?

12 THE WITNESS: They were employed only for the  
13 River.

14 THE CHAIRMAN: Only for the River. They  
15 wouldn't dock your ship?

16 THE WITNESS: No.

17 THE CHAIRMAN: In Montreal. They were  
18 relieved at the lock.

19 THE WITNESS: And most of them, like special  
20 pilots, they used to leave the ship at Lachine and take  
21 another one up.

22 MR. JACQUES: Did they do the locks too?

23 THE WITNESS: No.

24 MR. JACQUES: Just the River?

25 THE WITNESS: Just the River.

26 THE CHAIRMAN: Who was handling the ships  
27 in the locks?

28 THE WITNESS: The master.

29 MR. JACQUES: That is applicable with  
30 lake ships only?







1 English

2 THE WITNESS: That is right.

3 MR. MASON: Q. You say 85 per cent of the  
4 lakers took pilots. I gather that this vessel you were  
5 employed on wouldn't come in that 85 per cent?

6 A. No, but I say 85 per cent, you figure,  
7 well Canada Steamship Lines was using them, and they had  
8 special pilots and using two of your pilots, and after  
9 that Imperial Oil and British American Oil and Pattersons  
10 used to use pilots.

11 Q. These other companies you mentioned,  
12 would they have employed their own pilots or take tour  
13 de role pilots?

14 A. When they had a mate and pilot on  
15 board they used to have the mate do the piloting.

16 Q. But the mate was still a member of the  
17 crew and he was doing the pilotage?

18 A. Yes, sure.

19 Q. What type of vessel would employ the  
20 tour de role pilots, what type of vessel, a canal vessel,  
21 would they employ tour de role?

22 A. Canal vessel and sometimes a big ship  
23 used to come down to Prescott, well, they used to have  
24 pilots on board as far as Prescott.

25 Q. These would be upper lake vessels who  
26 only came downriver on occasions?

27 A. Right...

28 Q. Am I right in understanding that if  
29 canal vessels had qualified masters on board and qualified  
30 first mates on board that they wouldn't employ the services





1 English  
2 of a pilot who wasn't a member of the crew?

3 A. No, but they were using pilots, for  
4 example at the spring before the buoys were out and at  
5 the fall when they were taking the buoys off. They were  
6 using tour de role pilots.

7 Q. Is it not true that trips at this  
8 time of the year, in the spring and in the fall when  
9 the buoys weren't in took longer than the normal trips  
10 when the buoys were in?

11 A. That is right, because we had to anchor  
12 at night.

13 Q. Coming up to the present or since the  
14 opening of the Seaway, how many transits would you have  
15 made in a year?

16 A. As a pilot?

17 Q. As a pilot.

18 A. In 1959 we made 121 trips.

19 Q. That is transits?

20 A. Yes.

21 Q. Transits being one-way and a trip being  
22 both?

23 A. That is right.

24 Q. I gather the duration of each transit  
25 is in the neighbourhood of 14, 15 hours as a rule,  
26 sometimes a little longer if you are delayed by weather?

27 A. That is right, approximately.

28 Q. Of all the ocean-going vessels that you  
29 piloted what proportion of these vessels would have an  
30 English-speaking, English speaking officers, approximately?





1 English

2 A. Well, I couldn't recall but it is  
3 quite a few that doesn't speak English.

4 Q. Would you say the majority speak no  
5 English whatever?

6 A. Yes, the majority speak English.

7 Q. The majority speak English. Do you  
8 have an arrangement when you board a vessel say, in the  
9 St. Lambert's that there should be an English-speaking  
10 officer on the bridge at all times?

11 A. No, because generally the 3rd mate  
12 handles the telegraph and the master is with us and I  
13 don't know that we could force a man who speaks English  
14 to come up on the bridge.

15 Q. Wouldn't it solve your problem, perhaps,  
16 if there is a problem, of the wheelsman if they had  
17 an English-speaking officer on the bridge?

18 A. Doesn't.

19 Q. Or French-speaking?

20 A. It doesn't matter if they speak French,  
21 English or German. Lots of times they don't want to  
22 turn the wheel, you tell them hard astarboard and they  
23 put 10 or 15 degress and leave it there.

24 Q. Can't you come to an understanding  
25 with them when you say hard astarboard you want full  
26 starboard wheeloon?

27 A. How can we come to an understanding  
28 when we are on the other end of the bridge and don't  
29 see anything.

30 Q. Don't you think you could have the master





1 English

2 explain this before you proceed upriver?

3 A. Oh yes, we tell the master but if the  
4 master is with us on the bridge what can we do. We  
5 can't do nothing.

6 Q. Do you know what proportion of the  
7 traffic using the Seaway is comprised of lake vessels  
8 only, say a majority or 50 per cent?

9 A. You mean foreign ships?

10 Q. What proportion of all traffic is  
11 inland traffic?

12 A. I would say it is inland traffic.

13 Q. The majority is inland traffic?

14 A. Yes, but not in 1959.

15 Q. Since the opening of the Seaway?

16 A. Yes.

17 Q. Would you not say that the majority  
18 then of all traffic using the Seaway has English-speaking  
19 officers on board?

20 A. On inland ships?

21 Q. Of all traffic using the Seaway.

22 A. Could be.

23 Q. How long is your season in the Seaway  
24 then? How long is the season, six months, seven months,  
25 seven and a half months, eight months?

26 A. We open on the 15th of April there and  
27 finish about the 5th of December.

28 Q. So this is approximately seven and  
29 a half months?

30 A. Seven and a half months.







1 English

2 Q. Do you know what length of time it takes  
3 a lake vessel to proceed from the Lakehead downbound  
4 to Montreal, discharge grain and proceed upbound to the  
5 Lakehead again, i.e., how long is a round trip?

6 A. They can make a round trip in less  
7 than 13, 14 days.

8 Q. Two weeks rather might be a fair  
9 average?

10 A. If he has any delays there in Montreal  
11 and going through the canals about 13, 14 days round  
12 trip.

13 Q. So in the season he might make 14,  
14 15 round trips?

15 A. Approximately, yes.

16 Q. So in the season he would make perhaps  
17 30, 35 transits in the Seaway?

18 A. Just about 30.

19 Q. About 30. Now, Pilot, you filed as  
20 Exhibit 808 certain correspondence between your  
21 Corporation and the Department relating to complaints  
22 of vessels carrying unregistered pilots.

23 A. Well, that is what we said, the  
24 unlicensed pilot, but the company tells us they are  
25 going on board and helping the master, or extra mate --  
26 that is what -- I don't know.

27 Q. It is hard to get a case against the  
28 man because you can't prove he is doing the pilotage.

29 A. No, but it is -- we see that only in  
30 St. Lambert, that they are going on and off at St. Lambert.





1 English

2 Q. In any event I notice in the exhibit  
3 that there is no correspondence for the years 1961 and  
4 1962 and in 1963 the complaints are solely against  
5 the American vessels.

6 A. There because with the Canadian vessels  
7 we have never -- they say there is no use to send tele-  
8 grams anymore.

9 Q. I didn't quite understand the answer.

10 A. 1961, 1962, 1963 we didn't send any  
11 telegrams because we figured that it was no use. They  
12 were always telling us they are going on board as 2nd  
13 mate or extra master.

14 Q. They were going on board as part of  
15 the crew?

16 A. That is what they say. We don't know.

17 Q. You dealt in your recommendations with  
18 the question of linesmen. In your experience on lake  
19 boats have you ever known of your own personal knowledge  
20 of an accident involving the use of a landing boom?  
21 Have you ever been on a ship where there was an accident?

22 A. No.

23 Q. Do you know anything about the cost  
24 of providing linesmen at all the locks in the Seaway?

25 A. No, we don't make any figures.

26 Q. Did you ever inquire?

27 A. No.

28 Q. Coming to your recommendation dealing  
29 with wheelmen, would you be prepared to alter your  
30 recommendation for wheelmen only to be carried on vessels





1 English

2 not having an English-speaking crew?

3 A. No, I think only on a foreign ship  
4 over 3,000 tons.

5 Q. So language isn't really the problem?

6 A. No, lots of time they don't want to  
7 put the wheel the way we tell them.

8 Q. Now, you made a statement that  
9 upper lake vessels don't share the channels properly  
10 with you.

11 A. That is right.

12 Q. Have you any specific point in mind,  
13 or vessel in mind, or is this just a general complaint?

14 A. Well, that is a general complaint because  
15 since they are those range lights, the ships are heading  
16 on, they are lining up and they don't move. We have  
17 to go around them.

18 THE CHAIRMAN: What about lake ships meeting,  
19 what do they do?

20 THE WITNESS: When we meet a ship we go  
21 around.

22 THE CHAIRMAN: Two lake ships, I suppose they  
23 meet amongst themselves?

24 THE WITNESS: Yes, well then the light ship  
25 usually will take one part of the River and the other  
26 one the other, but I don't know if they have anything  
27 against the foreign ships, but that is what they do. They  
28 take the centre of the channel and they don't move.

29 MR. MASON: Q. Have you ever laid a complaint  
30 against any of them?





1 English

2 A. I never did.

3 Q. Do you know of any complaint ever being  
4 made against them ?

5 A. Yes, one pilot told me about it. It  
6 was an American ship, the AFRICAN LIGHTNING and the  
7 captain of that ship, that was the first time and he  
8 noticed it, that the ship, the foreign ship had to go  
9 around lake ships.

10 Q. Was any complaint made to the Authority  
11 or to the owner of the lake vessels?

12 A. No, I don't know if he made any. I  
13 didn't.

14 Q. In any event you have never made any  
15 complaint?

16 A. No.

17 Q. To the owner or master of the lake  
18 vessel?

19 A. Well, I don't know if they did.

20 Q. But you never did?

21 A. No.

22 THE CHAIRMAN: I gather from the information  
23 received that lake ships are very easy to handle and  
24 generally keep to the middle of the channel, especially  
25 in narrow channels and it is only at the last moment  
26 they take their side?

27 THE WITNESS: That is right.

28 THE CHAIRMAN: Wouldn't that be the same practice  
29 they are following there in your practice, in the case  
30 you are reporting?







1 English

2 THE WITNESS: They do that, especially in a very  
3 narrow channel like in the canals. That is what we do  
4 in the canal. We move at the last minute.

5 THE CHAIRMAN: Wouldn't that be the same  
6 thing with meeting ocean-going ships and that would scare  
7 you?

8 THE WITNESS: That is pretty hard to say  
9 because when two ships are going full speed, that is  
10 quite a bit different.

11 MR. MASON: Q. In paragraph 657 dealing  
12 with recommendation four you say at the bottom of page  
13 236, if I may read a few sentences:

14 "The St. Lawrence Seaway is too import-  
15 ant to risk an increased possibility of  
16 "accident. This doesn't place in doubt the  
17 "competence of the mates and the masters of  
18 "lake ships, however in waters as restricted  
19 "as those of the Seaway ships must be  
20 "directed by men having at once a daily  
21 "knowledge of the local maritime situation  
22 "and also a perfect knowledge of the manoeuvres  
23 "they can expect when they encounter other  
24 "ships. This mutual knowledge can only be  
25 "acquired among a group of pilots who  
26 "constantly navigate in these specific  
27 "waters and who have an understanding of  
28 "each other." Taking the ~~sense~~ <sup>sentence</sup> dealing with  
29 ships must be directed by men having at  
30 once a daily knowledge of the local maritime





1 English

2 situation, why do you say that, that someone navigating  
3 a ship in the area must have a daily knowledge?

4 A. Sure. I think a pilot goes in the  
5 River two, three or four times a week and he will have  
6 more knowledge than a fellow who goes through the River  
7 twice in 15 days.

8 Q. More knowledge as to what?

9 A. As to the River and aids to navigation.

10 Q. To the River and to aids to navigation.

11 Is the River going to change?

12 A. Well, the River -- some of the aids  
13 of navigation will change.

14 Q. Some of the aids to navigation might  
15 change. If there is a change in the aids to navigation  
16 isn't that broadcast in local Notices to Mariners or  
17 local notices to ships?

18 A. When you receive that Notice to  
19 Mariners is about 15 days, it has been changed when  
20 you received it.

21 Q. I asked, said received by broadcast?

22 A. Sometimes, yes.

23 Q. If it is important it is broadcast,  
24 is it not?

25 A. They should be broadcast.

26 Q. Is it the case it is generally broadcast?

27 A. Sometimes. It should be the case.

28 At Beauharnois -- it is not broadcast off Montreal or  
29 Cornwall or Kingston -- it is only the local, like  
30 Beauharnois, like Eisenhower.





1 English

2 Q. Doesn't it go out in general  
3 broadcasts following the weather?

4 A. Well, they don't send the weather.

5 Q. What other reasons do you feel that  
6 they should have daily knowledge of the local maritime  
7 situation? You mentioned the River and aids to  
8 navigation?

9 A. Well, in the River I figure a fellow  
10 goes in the River every day or every two days have  
11 more knowledge of the River than a fellow who gets there  
12 every 15 days.

13 Q. If he has been navigating the River  
14 for five, ten, fifteen, twenty or maybe more years you  
15 think he has good knowledge of the River?

16 A. I don't think he has good knowledge  
17 of the River.

18 Q. You don't think he does?

19 A. If he makes only a few trips, he don't.  
20 Furthermore, you take a lake ship, the captain can't  
21 do the pilotage for the ship all the way down from  
22 Cap Vincent to Montreal. That is impossible.

23 Q. A lake vessel is a pretty expensive  
24 thing. Do you know how much it costs to build an upper  
25 lake vessel, 750 feet long?

26 -----  
27

28

29

30





R/RPS 1 English

2 A. Well I know that they have subsidized  
3 from the Government for the person to build it. I don't  
4 know who is paying it.

5 Q. Do you not feel that a company is not  
6 going to risk a vessel of this type if it does not  
7 have qualified people to take the vessel down the River?

8 A. Sure. Like I say they have qualified  
9 people but they have trained some pilots and bring them  
10 on board.

11 Q. As mates?

12 A. No, not as mates. Well they are  
13 registered as mates. They can be signed on four or  
14 five ships and they can go from one ship to the other.

15 Q. Do you object to this?

16 A. Sure.

17 Q. Why?

18 A. I think a mate there not belonging to  
19 the ship, and he is on the other ship, I don't think he  
20 should be on the articles of the next ship. If you are  
21 not on board, I guess you do not belong to the ship.

22 Q. Dealing with recommendation number five,  
23 you mentioned the vessel the CARL SCHMEDIMAN?

24 A. Yes.

25 Q. And was it on charter to the Hull  
26 Corporation?

27 A. Yes, it was on charter for the  
28 Hull Corporation.

29 Q. What would be the approximate tonnage  
30 of this vessel?







1 English

2 A. She would be around, well over 6,000  
3 net tonnage anyway.

4 Q. Over 6,000?

5 A. Sure.

6 Q. Recommendation number five concerns  
7 the first voyage of a ship. You feel, I gather, that  
8 all vessels that are exempt with low tonnage, they should  
9 carry a pilot for the first few voyages?

10 A. Yes because you have like that little  
11 ship there AIGLE D'OCEAN coming up here and the first  
12 trip she came up here she had no knowledge of the River  
13 or anything. They were all over the place.

14 Q. And approximately what tonnage vessel  
15 would she be?

16 A. I don't think she would be over 300  
17 tons net.

18 Q. So the SCHMEDIMAN was not an example  
19 of the class of vessel you are talking about?

20 A. No.

21 Q. Coming to recommendation number nine,  
22 dealing with the co-operation with the Seaway, do you  
23 think it would improve the situation if all dispatching  
24 were done by the Seaway Authority?

25 A. What do you mean done by the Seaway  
26 Authority?

27 Q. Well the Seaway Authority presumably  
28 has the best knowledge of the traffic in the Seaway.  
29 Do you feel that if the Seaway Authority handled the  
30 dispatching of vessels that it would improve the situation





1 English

2 that you complain of?

3 A. I don't think so.

4 Q. What sort of co-operation are you  
5 asking for?

6 A. Well the co-operation from the Seaway,  
7 about the ship going like from one lock to the other.  
8 That is the kind of co-operation that we like to have,  
9 like we are having in the States for the Snell Lock  
10 for example.

11 Q. When you talk about co-operation, you  
12 mean perhaps better traffic control?

13 A. Sure.

14 Q. Downriver and Cote Ste. Catherines and  
15 St. Lambert and Beauharnois?

16 A. Sure.

17 COMMISSIONER SMITH: Could I ask you a  
18 question? With regard to the pilotage through the  
19 Seaway what would your opinion be to the Seaway having  
20 charge of pilotage the same as they have in other canals  
21 in the world?

22 THE WITNESS: I don't think so Mr.  
23 Commissioner.

24 COMMISSIONER SMITH: Do you think that that  
25 would be in the best interests of navigation or safety  
26 or any other aspects of pilotage?

27 THE WITNESS: I don't think so.

28 COMMISSIONER SMITH: Thank you.

29 THE CHAIRMAN: Why don't you think so?

30 THE WITNESS: Because I think that it is only





1 English

2 a matter of dispatching now. If we had more co-operation  
3 from the agent when the ship will be leaving the berth  
4 to go to the Seaway, well that will be much better. At  
5 the present time they will order the ship there in many  
6 cases before five o'clock because they are finishing  
7 five o'clock. They don't care if the pilot is sitting at  
8 St. Lambert for three, four, five hours.

9 THE CHAIRMAN: I understand that at the  
10 present time the Seaway is not concerned whatsoever with  
11 regard to pilots or the pilotage in their system. They  
12 don't care whether any ship has any pilot aboard?

13 THE WITNESS: No.

14 THE CHAIRMAN: So of course with this  
15 philosophy in mind, they do not care but when we are  
16 thinking about other channels like Panama, we have heard  
17 about, there it is altogether different isn't it?

18 THE WITNESS: Yes.

19 THE CHAIRMAN: There the pilotage is  
20 absolutely necessary for any ship crossing the channel.

21 THE WITNESS: That is right.

22 THE CHAIRMAN: So of course it is different.

23 MR. LALONDE: My lord, it is the same thing  
24 with Suez. There will be evidence in that respect but  
25 there are several other canals in the world like Kiel and  
26 all of them where pilots are not going up the canal.

27 THE CHAIRMAN: And it is the canal authority  
28 who is responsible to provide the pilots and also take  
29 the responsibility of ships generally.

30 MR. LALONDE: At Suez, but not at some other





1 English

2 canals like Kiel.

3 While I am on my feet, the point raised my  
4 lord about special pilots, contract pilots, the C.S.L.  
5 pilots there is mention in Section 24 of the General  
6 By-Laws of the General Pilotage By-Laws of Cornwall.

7 Q. Pilot you mentioned in reply to his  
8 lordship that the agent, if the agent were more careful  
9 in giving you the times of arrival or the requirements  
10 for the pilot, that it would help but do you not feel  
11 it is the Seaway who knows better than the agent when  
12 you are going to be required?

13 A. No, because the Seaway don't know when  
14 the boat, when the ship will be finished there loading  
15 or discharging in the Harbour. The Seaway won't know  
16 that.

17 Q. But the Seaway will know when that  
18 vessel is going to be ready to proceed?

19 A. Yes, when the ship is ready to proceed  
20 into the Seaway, well if the lock is ready it won't take  
21 him an hour so they will have to wait at St. Lambert for  
22 a pilot.

23 Q. In any event, when you talk about  
24 co-operation you are talking more along the lines of  
25 improved traffic control?

26 A. Sure.

27 Q. In the lower section?

28 A. Sure.

29 Q. And you feel then if the traffic were  
30 controlled locally in those areas ---







1 English

2 A. It would be much better.

3 Q. Much better than the overall system  
4 they have now?

5 A. Sure.

6 THE CHAIRMAN: Because this traffic control  
7 will not only apply with ships where there are pilots  
8 aboard, but with all ships. Straight traffic control.

9 THE WITNESS: Sure, like my lord said, if  
10 all the ships were taking pilots we are agreed to the  
11 Seaway will be dispatchers. We are quite agreed on that.

12 COMMISSIONER RENWICK: One question to  
13 Mr. Mason. He introduced the topic that intrigued me,  
14 how much does a 730-foot laker cost? I didn't hear the  
15 answer.

16 MR. MASON: Perhaps we can adduce some  
17 evidence on that at a later date my lord. About  
18 \$7 million approximately.

19 THE CHAIRMAN: Shall we adjourn a few minutes  
20 before you start Mr. Brisset?

21 MR. BRISSET: Yes my lord.

22  
23 ---A SHORT RECESS.

24  
25 ---FOLLOWING THE SHORT RECESS:

26  
27 CROSS-EXAMINATION BY MR. BRISSET:

28 Q. Mr. Perusse I have noticed that you  
29 are quite fluent in English and I am wondering whether  
30 you would agree if I cross-examined you in English?





1 English

2 A. That is quite all right with me.

3 Q. Commissioner Smith has raised a very  
4 interesting question which I would like to pursue a  
5 little further; namely, that in your District the  
6 St. Lawrence Seaway Authority might become the Pilotage  
7 Authority instead of as at present, the Department of  
8 Transport. You have told us, as your first reaction,  
9 that you would not be in favour of such an arrangement.  
10 Is that correct?

11 A. That is correct.

12 Q. Could it be that one of the reasons  
13 for your answer is that you and the pilots in your  
14 District might be afraid of losing their status as  
15 independent contractors as they are at present, to  
16 become employees of the Seaway Authority? Would that  
17 be one of the reasons?

18 A. Well could be directed by the Seaway  
19 but I figure we could be a different group, affiliated  
20 like with the Seaway. They could control us during the  
21 navigation time.

22 Q. In other words, if you were to keep  
23 your status as independent contractors and not become  
24 direct employees of the Seaway Authority your main  
25 objection would fall?

26 A. Right.

27 Q. You appreciate, of course, that the  
28 Seaway Authority do control traffic within your District,  
29 within the Seaway in the sense that they control the  
30 speed of your ship, the time the ship is in the lock, the





1 English

2 places where the ship will anchor, and so forth?

3 A. Right.

4 Q. You would agree then that if they do  
5 control the ship, there is some merit in their controlling  
6 the pilots that do move the ships along the Seaway  
7 route?

8 MR. LALONDE: My lord, I think my friend  
9 is giving, I may be wrong, but I think he is giving wrong  
10 evidence on this point in the sense that in the open  
11 water, what would be called the open waters of the  
12 District, outside the canals themselves, I think we  
13 have evidence before this Commission that it is not the  
14 Seaway that controls the movement of ships, what they do  
15 or whether they anchor here or there. I stand to be  
16 corrected.

17 Q. Let's pursue this question. Let us  
18 suppose that you have to anchor in any part of your  
19 District. Will you not inform the dispatcher at the  
20 lock ahead, for instance?

21 A. Yes, we will inform him just so when  
22 our turn comes, so he can call us to go at the mooring  
23 wall, but they have no jurisdiction like on Lake St.  
24 Louis or Lake St. Francis. Outside of the canal they  
25 have no jurisdiction.

26 Q. Let us take the case of the Snell  
27 Lock, for instance. Let us suppose that the Snell Lock  
28 is not ready to receive yourship, as there is congestion,  
29 haven't you told us that the dispatcher at Snell Lock  
30 will tell you either to reduce your speed in order to





1 English

2 lose time, or to go to anchor, if necessary?

3 A. Sure. He tells us that, because there  
4 will be no place at the mooring wall. That is why we  
5 have to do something. He tells us that if we want to  
6 slow down or go at anchor, but he don't tell us you  
7 slow down. They put us at anchor there, if it is a  
8 breakdown or anything like that, congestion in the  
9 traffic.

10 Q. Further, would you not think that if  
11 the Seaway Authority had even a greater control than  
12 they might have today on the movement of ships even  
13 outside the canals themselves, but also in the open  
14 waters, it would improve the efficacy of the system  
15 and improve the movement of vessels through the system?

D2 16 A. I don't think so.

17 Q. You don't think so. Now let us  
18 suppose that you have to anchor somewhere, for one reason  
19 or another, and to give an illustration because there  
20 is congestion at one of the locks. Will you not  
21 contact the dispatcher before raising your anchor to  
22 proceed, in practice?

23 A. That is right, because the dispatcher  
24 will like to know when we enter the canal. Say for  
25 example at south shore canal going down or Beauharnois  
26 Canal coming down well there his jurisdiction comes on,  
27 and he will have to know what traffic is coming down  
28 in his canal.

29 Q. Is it not a fact also Pilot that the  
30 dispatcher will at times tell you in what order you should







1 English

2 come to the lock? In other words, you will have no  
3 right to try and overtake a ship that may be ahead of  
4 you and expect to lock ahead of you?

5 A. If we are outside where they establish  
6 the turn, like at Lake St. Francis coming down, at  
7 calling point five, buoy 24F, just before entering the  
8 canal, we can overtake a ship and just before that but  
9 when we enter the canal, we cannot overtake a ship.  
10 Before entering the canal we are allowed to overtake a  
11 ship because they established the turn only at buoy 24F.

12 THE CHAIRMAN: The first one who calls is  
13 first one on the list?

14 THE WITNESS: That is right, at that point.

15 THE CHAIRMAN: At the report point?

16 THE WITNESS: I guess it is stated in the  
17 Master's Handbook.

18 Q. Now Pilot has it ever happened to you  
19 to try and race another ship to get ahead of her in order  
20 to lock first when proceeding through your District?

21 A. Sure it has happened.

22 Q. It has happened?

23 A. Sure, when there is no speed limit  
24 or anything like that, sure.

25 Q. Would you not think that under certain  
26 circumstances this practice might be dangerous?

27 A. Not if it is another foreign ship ahead  
28 of us and the two pilots know how to meet, and the other  
29 fellow will check down to let us go by, if he knows  
30 that we are faster than he is.





1 English

2 Q. In 1959 while you were piloting in  
3 your District did you hear of a collision between the  
4 TAXIARHIS and the CARL JULIUS in which the ESKIMO was  
5 also indirectly involved?

6 A. Sure and I guess that was one of the  
7 Hull boats involved into that.

8 Q. Are you aware that one of those ships  
9 was trying to race the other and get ahead of her into  
10 the lock?

11 A. Well that I couldn't tell you.

12 Q. Assuming that a vessel, and I am not  
13 addressing myself to you directly, assuming that a vessel  
14 would infringe one of the regulations of the Seaway  
15 Authority, you are aware aren't you Pilot, that the  
16 sanction can be imposed by the Seaway Authority but  
17 only against the vessel?

18 A. Yes.

19 Q. And not against the pilot?

20 A. No, but say for example that you bring,  
21 like coming from or going up from Ste. Catherines, St.  
22 Lambert, you have a ship of seven knots and you are  
23 supposed to do seven miles over the bottom and if you  
24 have the wind behind you, you never could be able to  
25 keep your ship, if your ship is a light ship.

26 Q. I am not speaking of an infraction  
27 that can be excused, but imagine an infraction for which  
28 there would be really no excuse. The question I was  
29 asking you is whether you were aware that in cases of  
30 this kind the Seaway Authority will impose the sanction





1 English

2 against the ship alone?

3 A. Right.

4 Q. Not against the pilot?

5 A. No.

6 Q. You are not aware of any sanction having  
7 been imposed by the Seaway Authority directly against  
8 the pilot?

9 A. No, but I think the Pilotage Authority  
10 can do it.

11 Q. Do you think it would be better if it  
12 were done directly, because I assume that you would not  
13 want, as a pilot or Corporation to protect a pilot who  
14 has committed a clear breach of the regulations, would  
15 you not think it should be imposed directly by the  
16 Seaway Authority?

17 A. No.

18 Q. You prefer to see it go through the  
19 Pilotage Authority?

20 A. The Pilotage Authority.

21 Q. Is it because as experience has  
22 shown it takes quite a long time and sometimes you get  
23 no where?

24 A. I don't think so.

25 MR. LALONDE: Could we have evidence as  
26 to how long it takes for a ship to be fined by the Seaway  
27 Authority?

28 MR. BRISSET: I can assure my learned friend  
29 it doesn't take long. The amount of the fine has to be  
30 deposited before the ship goes out of the system.





1 English

2 Q. You have told us that you were admitted  
3 as a pilot in your District on the 15th of November 1956?

4 A. Right..

5 Q. And that prior to that date you had  
6 been working on lake ships as mate and pilot?

7 A. That is right.

8 Q. Or mate-pilot?

9 A. Mate and pilot.

10 Q. You told us that lake ships who  
11 used pilots while navigating or transitting the St.  
12 Lawrence and there was one point that was not clear to  
13 me in your evidence when you stated that coming out of  
14 the Seaway or coming out of the Lachine Canal they would  
15 use a Harbour pilot.

16 A. Sure. Well at the lower end, at the  
17 east end of Lachine Canal they were using Harbour pilots  
18 because they were coming within the Harbour limits.

19 Q. But my understanding was that the  
20 Harbour pilots were only constituted into a piloting  
21 body in 1957. I couldn't see how they could have been  
22 used prior thereto.

23 A. No, I mean the River pilot, but we  
24 were coming, you know, just within the Harbour limits  
25 but they were River pilots who were taking us to the  
26 elevators.

27 Q. Now before you became a pilot you  
28 underwent an apprenticeship period of some four and a  
29 half months?

30 A. Right.







1 English

2 Q. Isn't it a fact that during that  
3 period of apprenticeship you served on lake vessels  
4 with the master acting as your instructor in the  
5 Harbour of Montreal to show you how to dock and undock  
6 ships?

7 A. No, not in the Harbour of Montreal.

8 Q. You were in the Kingston District,  
9 but in the Kingston District while going up and down  
10 during your training period did you not go on board  
11 lake vessels?

12 A. Yes I was aboard lake ships.

13 Q. With the master of the lake ship acting  
14 as your instructor?

15 A. Well he was acting as instructor but  
16 most of the time the captain-when I was up on the bridge,  
17 mostly the chief mate. The captain was down below  
18 sleeping.

19 Q. You mean to say it was the chief mate  
20 who was instructing you in your art of piloting in your  
21 District on these lake vessels during the training  
22 period?

23 A. No. On the training period you mean?

24 MR. LALONDE: I am sorry, would my friend  
25 clarify what period he refers to?

26 Q. The four and a half months of training.

27 MR. LALONDE: That is in 1956?

28 Q. 1956.

29 A. When I came there to be an apprentice  
30 pilot, we used to go aboard the lake ship and not the lake





1 English  
2 ship, then the foreign ships when we worked apprenticeship  
3 there from 1956, July, to the 15th of November 1956.

4 Q. You told us that you obtained, after  
5 completing your period of training in 1956, a temporary  
6 licence up to the 31st of December 1957. Will you explain  
7 to us what this temporary licence meant?

8 A. When we became, I became a pilot, they  
9 give us a temporary licence like they do in the District  
10 for one year and after that if they see fit for us to  
11 be a pilot, they give us our licence after that.

12 Q. What were you permitted to do under  
13 your temporary licence?

14 A. Well just like a regular pilot.

15 Q. There were no restrictions of course  
16 in those days as to tonnage of ships?

17 A. No.

18 Q. It was just a period during which  
19 you were more or less tested?

20 A. That is right.

21 Q. Now Pilot I want to change subject and  
22 speak of the Corporation in your District. I take it  
23 that you became interested in the Corporation organ-  
24 ization more or less from the start?

25 A. Yes.

26 Q. And the Corporation in your District  
27 was the first one to be formed of the five Corporations  
28 that now exist in the five Pilotage Districts?

29 A. That is right.

30 Q. On the River. In 1958 you were an





1 English

2 administrator?

3 A. That is right.

4 Q. Of your Corporation?

5 A. Right.

6 Q. You were also an administrator and  
7 therefore elected in 1959 during the turbulent year of  
8 the Seaway opening, Pilot?

9 A. Yes.

10 Q. You were again re-elected as an  
11 administrator in 1962?

12 A. Right.

13 Q. And this year you are, of course,  
14 the President of your Corporation?

15 A. Right.

16 Q. Who are the other administrators in  
17 1963 who have been elected?

18 A. In 1963 there is the Vice-President,  
19 Raymond Charland and the administrators Leopold  
20 Bernier, Germain Rousseau and Constant Toupin.

21 Q. During those six, or during the four  
22 years that have passed since the Federation of St. Lawrence  
23 River Pilots has been in existence, have you ever been  
24 an administrator of the Federation?

25 A. Well I was a delegate but that is the  
26 first year, in 1963 that I am an administrator of the  
27 Federation.

28 Q. This is your first term of office  
29 as an administrator of the Federation?

30 A. Right.





/RPS 1 English

2 Q. I understand that you were elected  
3 this year as President and took over from Mr. Jean-Guy  
4 Chartier?

5 A. Yes.

6 Q. Mr. Jean-Guy Chartier was an administrator,  
7 I understand in 1957, the first year the Corporation was  
8 formed?

9 A. Right.

10 Q. He was President, I take it, of  
11 your Corporation in 1958, 1959, 1960, 1961 and 1962,  
12 for five years?

13 A. Right.

14 Q. At the same time during those five  
15 years he was also Vice-President of the Federation of  
16 St. Lawrence River Pilots?

17 A. Right.

18 MR. LALONDE: I would like my confrere to  
19 look at the exhibits already produced as to the Federation.  
20 He was Vice-President of the Federation during the last  
21 five years.

22 MR. BRISSET: Q. Of course, the Federation  
23 wasn't formed until 1959?

24 A. That is right.

25 Q. He was Vice-President in 1959, 1960,  
26 1961 and 1962?

27 A. Right.

28 Q. That is right. Does he hold any  
29 office with the Federation this year?

30 A. Well, I think he is a member delegate.







1 English

2 Q. I take it, Pilot, that the fact that  
3 Mr. Jean-Guy Chartier is no longer President this year  
4 gives us the pleasure of having you as a witness instead  
5 of Mr. Chartier over the events that occurred during  
6 his term of office.

7 A. Well, I think what occurred there with  
8 Jean-Guy Chartier, I think he had the full power of every  
9 pilot behind him to do so.

10 Q. During his term of office, 1957 to 1962,  
11 and particularly during the years 1957, 1959, am I  
12 justified to say that the pilots in your District were  
13 more or less in constant revolt against the Pilotage  
14 Authority?

15 A. Yes, because the Pilotage Authority  
16 didn't give us any security. I figure if they would have  
17 done like they did with the other Districts, gave us  
18 what we wanted right away you wouldn't have any trouble.

19 Q. In view of your past experience would  
20 you agree that perhaps that might be another reason to  
21 change the Pilotage Authority in your District and see  
22 what you could get and how you could fare with the  
23 St. Lawrence Seaway Authority?

24 A. I don't know, because I think the  
25 Seaway Authority, they will be about the same people,  
26 we will have the same trouble that we have with the  
27 Pilotage Authority.

28 Q. In other words you feel that whoever  
29 is going to be the Authority there will always be  
30 revolts?





1 English

2 A. I think so.

3 Q. Unless, of course, the pilots as I  
4 think is suggested in the brief of the Federation become  
5 themselves the Pilotage Authority in your District?

6 A. Sir, I think that would be much better.

7 MR. LALONDE: My friend hasn't read or has  
8 misunderstood the submission. Mr. Jean-Guy Chartier  
9 is Captain not Mister and the Federation was established  
10 November 1st, 1959.

11 MR. BRISSET: Q. The pilots who become  
12 members of your Corporation have to, I assume, sign a  
13 document of adherence or adhesion and a Power of Attorney?

14 A. Right.

15 Q. Will you be good enough to file with  
16 this Commission a list of the pilots who joined your  
17 Corporation since it was formed with the date of their  
18 adhesion and of their signing the Power of Attorney?

19 A. Okay.

20 Q. Will you annex to this document a  
21 sample of the form of adhesion and Power of Attorney.  
22 This document will be filed as Exhibit -- ?

23 THE CHAIRMAN: 815.

24 MR. BRISSET: Q. 815, being a list of the  
25 pilots in your District who joined the Corporation with  
26 the date of such joining.

27 A. From the beginning of the Corporation?

28 Q. Since the beginning of the Corporation.  
29  
30





1 English

2 ---EXHIBIT NO. 815:

A list of the pilots who  
3 joined the Corporation since  
4 its forming with the date of  
5 their adhesion and of their  
6 signing of the Power of  
7 Attorney, annexed thereto  
8 is a sample of the form  
9 of adhesion and Power of  
10 Attorney.

8 Q. Since the beginning of the Corporation.

9 Am I right in assuming that the Powers of Attorney signed  
10 by all these pilots were filed with the Department of  
11 Transport?

12 A. Yes.

13 Q. And that in this manner the pilotage  
14 dues earned by the pilots after being first paid to the  
15 Department of Transport are then paid back to the  
16 Corporation itself?

17 A. That is right.

18 Q. That is right. Without any deduction  
19 for pension fund or anything else?

20 A. No, because we have no pension fund  
21 in Cornwall District.

22 Q. The remittances are made by the  
23 Department every two weeks?

24 A. Yes.

25 Q. And these funds paid to the Corporation  
26 go into what is called a pool fund?

27 A. That is right. We divide it, like,  
28 among the pilots who had been working during that amount  
29 of time and we give them \$500 every 15 days.

30 Q. Now, Pilot, I would like to read to you





1 English

2 an extract from a letter or memorandum addressed to the  
3 Minister of Transport dated the 12th of February, 1958  
4 which is part of Exhibit 809. I quote from page 4,  
5 paragraph 15:

6 "The Corporation believes that the  
7 "time has now come for an official recognition  
8 "by the Department of Transport in the follow-  
9 "ing form:

10 "a) that no person be dispatched by  
11 "the Superintendent of Pilotage to  
12 "pilot a ship in the District unless  
13 "he is both a licensed pilot and a  
14 "member of the Corporation of the  
15 "St. Lawrence, Kingston-Ottawa Pilots.

16 "b) that all monies earned by the  
17 "pilots be collected by the Pilotage  
18 "Authority as at present and be handed  
19 "over to the Corporation without the  
20 "requirement of a Power of Attorney  
21 "or other authorization by the pilots  
22 "individually".

23 Are you aware, Pilot, of the negotiations  
24 that might have been carried on between the Corporation  
25 and the Department of Transport on this topic and the  
26 recognition of the Corporation as a sole body whose  
27 members can pilot in your District?

28 A. That is right.

29 Q. Could you give us the history of these  
30 negotiations and, briefly, what came out of it?







1 English

2 A. Well, that was like, the special  
3 pilots from the other companies, not counting, I think  
4 two special pilots of the Canada Steamship Lines, their  
5 names appeared in the Canada Shipping Act, that they  
6 were contract pilots, but all the other ones came into  
7 the Corporation afterwards. That is why all the pilots,  
8 the earnings of the pilots had to come through the  
9 Corporation.

10 Q. In other words you wanted to give to  
11 the Corporation a complete monopoly over pilotage in  
12 your District at the time?

13 A. Well, I have to recall on that, sir.

14 Q. To put it another way, no pilot can  
15 get a licence in your District if he is not a member  
16 of the Corporation, isn't that the same thing?

17 A. Yes.

18 Q. Why were you demanding that the  
19 requirements of the Power of Attorney be dispensed with?

20 A. Well, I think the form, the pilots  
21 could share together the same part, I think the Power  
22 of Attorney -- it is the right thing to do, sign and  
23 hand it over to the Department of Transport.

24 Q. What was the result of your discussion  
25 with the Department on this subject? Did the Department  
26 come to the conclusion that the Power of Attorney  
27 was necessary?

28 A. Well, I guess they agreed because they  
29 shall do it.

30 Q. They didn't remove the requirement of





1 English

2 the Power of Attorney as a condition?

3 A. No, the Power of Attorney was signed  
4 there in 1956 when the Corporation was made, was formed.

5 Q. Let us assume today that a pilot were  
6 licensed in your District, do you consider that in view  
7 of your negotiations with the Department that you would  
8 still have to obtain, and I am speaking of the Corpor-  
9 ation, the Corporation would still have to obtain a  
10 Power of Attorney from a pilot before it could be paid  
11 as pilotage earnings?

12 A. Sure, because automatic when he becomes  
13 a pilot he will be a member of the Corporation.

14 Q. Pilot, I would like you to keep before  
15 you Exhibit 742. I have here a copy. It is a list  
16 of the pilots on strength in the Cornwall Pilotage District  
17 as of February 14th, 1963. Looking over this list I  
18 find that five pilots were licensed in 1955?

19 A. Yes.

20 Q. That is correct. Four in 1956?

21 A. That is correct.

22 Q. And six in 1957?

23 A. Right.

24 Q. I find that there were no pilots  
25 licensed since 1957. I would like you to explain to us  
26 what happened in respect of the pilots who I understood  
27 were affected to your District since 1957?

28 A. Who left -- we had some pilots, holders  
29 of pilot's licenses, but masters on a ship who became  
30 a pilot after that -- Paul Pelletier, July 17th, 1957 --





1 English

2 he became a pilot. We mentioned that. The other pilots  
3 came in afterwards. They weren't the first section of the  
4 River.

5 Q. All the pilots came into your District  
6 after 1957 came from the Upper District?

7 A. That is right.

8 Q. Could you give me the number that were  
9 transferred each year until now? Let us start 1958,  
10 was there any transferred in 1958?

11 A. Well, no, because in 1958 the pilot  
12 was going from Montreal to Kingston.

13 Q. There was no division at the time. In  
14 1959 how many came down after the division from the Upper  
15 District?

16 MR. LALONDE: The division didn't take place  
17 in 1959.

18 MR. BRISSET: Q. I thought it had taken  
19 place during the latter part of 1959?

20 A. Yes, we took the division in 1959 and  
21 afterwards we cancelled it and we started back again  
22 in the fall of the year or in 1960. I am not quite sure.  
23 I would have to be sure.

24 MR. LALONDE: We are talking about two  
25 things, the witness and ourselves, I think. Are you  
26 talking about the division of the District into two  
27 Districts, Cornwall and Kingston or are you discussing  
28 the Sections? After you had the Sections the pilots --  
29 were pilots allotted in 1957 to Cornwall only or Kingston  
30 or were they doing all the work?





1 English

2 THE WITNESS: I think that was, for example,  
3 Quebec to Montreal, that was the first place, Snell  
4 Lock we could change and go either way, but we cancelled  
5 that after and it was in 1960 that the division was  
6 made, the 17th November, 1960.

7 MR. LALONDE: In 1959 when you had these  
8 two Sections were pilots affected to only one Section  
9 exclusively; for instance were you piloting in Cornwall,  
10 from Montreal to Cornwall only?

E2 11 THE WITNESS: No, I was from Montreal,  
12 Cornwall to Kingston.

13 MR. LALONDE: Were you doing that only?

14 THE WITNESS: Only, and after that we stopped  
15 and we come back from Montreal to Kingston again.

16 MR. LALONDE: My question is when you were  
17 taking the ship, you were taking it from Cornwall to  
18 Kingston. The next trip, could you take it from Cornwall  
19 to Montreal when the Sections were divided?

20 THE WITNESS: I was on the Upper Section  
21 from Cornwall to Kingston.

22 MR. LALONDE: Exclusively?

23 THE WITNESS: Yes.

24 MR. BRISSET: Q. From another exhibit,  
25 the number of which I don't have at the moment, it is a  
26 table of statistics of the Department of Transport showing  
27 the earnings in your circumscription in 1959. I see  
28 the following notes: six pilots were added July 20th,  
29 1959; five pilots added September 28th, 1959 and four  
30 pilots on November 25th, 1959. Am I right in understanding







1 English

2 that these were new pilots for the whole of the transit  
3 from Montreal to Kingston?

4 A. That is right.

5 Q. Under what type of apprenticeship or  
6 training had these 15 pilots comes in? Was it the same  
7 type of training as you had had?

8 A. Correct.

9 Q. That is 15 new pilots in 1959 were  
10 added to the District ~~and~~ encompassing the borders between  
11 Montreal and Kingston?

12 A. Yes.

13 Q. During 1960 after there were two  
14 Districts quite distinct formed, would you tell us how  
15 many pilots were affected, new pilots affected to your  
16 District, Cornwall District, between Montreal and  
17 Cornwall? Let us take the year 1960 first?

18 A. The ones coming from the Kingston  
19 District down to the Lower District, Cornwall District?

20 Q. If you wish.

21 A. Gaston Carrignan, Paul Pelletier  
22 and Ange Albert Laganiere.

23 Q. They were in 1960, that came from the  
24 Upper Section that already had their pilot's licence?

25 A. I say from 1960 to now.

26 Q. To now. How many in 1960 and how many  
27 in 1961 or 1962 if there were any?

28 A. Well, I couldn't say.

29 Q. I understand from your evidence earlier  
30 that there was one, and he was the last one that came down





1 English

2 in 1961?

3 A. It is only one or two more to go down.

4 Q. The last one came in your District

5 in 1961?

6 A. It could be, but I can't recall.

7 Q. No pilot was licensed in your District  
8 coming from anywhere else but the Upper District during  
9 that period from 1960 to 1963 to date?

10 A. Right.

11 Q. Pilot, I understand from your evidence  
12 that the pilots in your circumscription had asked for  
13 an apprenticeship system, I think as far back as 1955  
14 or 1957, am I correct?

15 A. I think the apprenticeship system, I  
16 think it is 1957.

17 Q. 1957 was the first request?

18 A. Yes.

19 Q. Pilot, I have compared the apprenticeship  
20 proposal made by the Department of Transport last year  
21 and this year with a proposal made by your own Corporation,  
22 and I would like to review these two proposals with you.  
23 You are familiar, I take it, with both proposals?

24 A. Yes.

25 Q. Both proposals forming part of Exhibit  
26 807 which I would ask you to keep before you. Now,  
27 speaking first of the Corporation's proposal I find that  
28 one of the terms of this proposal is that the candidate  
29 for apprenticeship shall not be less than 16 years of  
30 age and not more than 30 years of age. That is correct?





1 English

2 A. Correct.

3 Q. Comparing that through the proposal  
4 of the Department of Transport I find that in the  
5 Department of Transport proposal the condition is that  
6 the candidate shall not be less than 25 years of age  
7 and not more than 50 years of age.

8 A. That is what is in the By-Laws now,  
9 I think.

10 Q. That is what it is. Now, I pass on  
11 to another requirement. I find that in the proposal  
12 of the Corporation a candidate must be bilingual?

13 A. Surely.

14 Q. While in the proposal of the Department  
15 of Transport it is only necessary that he should be  
16 able to speak the English language, that is correct?

17 A. Sure, but we don't like to make  
18 any discrimination. There are many foreign ships that  
19 want French, they like to have French and others want  
20 English. I figure they should speak both.

21 Q. In other words you feel that the  
22 candidate in your District should be able to read both  
23 Shakespeare and Cornell?

24 A. No, to speak French and speak English  
25 and to read it.

26 Q. Have you read Mr. Lalonde's recent  
27 epistle to the Minister on the topic of Biculturalism  
28 and Bilingualism?

29 MR. LALONDE: It is a gospel, my lord, not  
30 an epistle.





1 English

2 MR. BRISSET: Q. Gospel. Have you read it?

3 A. No.

4 Q. Was it discussed or submitted to the  
5 pilots before it was sent to the Minister?

6 A. Oh, yes.

7 Q. Do the pilots in your circumscription  
8 generally agree with what was stated by your counsel?

9 A. Yes.

10 Q. Is there any ~~alteri~~ motive except  
11 for biculturalism and bilingualism behind this request  
12 of the pilots as regards the language spoken by the  
13 candidates?

14 MR. LALONDE: If my friend reads the letter  
15 he will find the other aspects.

16 MR. BRISSET: Q. Is there any other motive?

17 A. I don't think so.

18 MR. LALONDE: What was the answer?

19 Q. He doesn't think so. Let us pass on  
20 to the next requirement under the Pilotage proposal.  
21 It is the proposal that the candidate must have at least  
22 twelve months service, at least, as a third officer  
23 on lake ships, I take it?

24 A. Yes.

25 Q. That is correct?

26

27

28

29

30







RPS 1 English

2 Q. Under the proposal of the Department  
3 of Transport, the candidate must have at least a master's  
4 inland or steamship certificate, plus service for two  
5 years as master or mate in the waters of your District?  
6 That is correct?

7 A. Yes, but if a fellow there becomes a  
8 master on the lake ship, he never wants to come there as  
9 an apprentice pilot, down here or up at the Upper  
10 District.

11 Q. Looking at the list of the certificates  
12 of the pilots in your District, Pilot, I notice that at  
13 least 30 out of the 32 have masters' inland certificates.  
14 How do you explain that?

15 A. But they did not serve two years as  
16 master on the ships.

17 Q. Could they have served as mate?

18 A. They were mate, but on some of them  
19 were second mate and had a master's certificate.

20 Q. Have you considered that this  
21 requirement of the Department of Transport to have a  
22 master's inland certificate or must serve two years as  
23 master or mate is too stringent?

24 A. I think if the fellow becomes an  
25 apprentice pilot and if a mate inland, and when he  
26 became a pilot has his master's inland, I don't object  
27 to that.

28 Q. Let us pass on to the next requirement  
29 Pilot.

30 MR. LALONDE: My lord, there are two





1 English  
2 submissions of the Department of Transport, one later  
3 on in the year. I would like to know to which my friend  
4 is referring and which will he take as the good proposal  
5 of the Department of Transport?

6 THE CHAIRMAN: The latest one, or this is  
7 according to the By-Law?

8 MR. BRISSET: My lord, perhaps a question  
9 of interpretation. I have read both proposals and I  
10 think one completes the other. They are part and parcel  
11 of the same proposal.

12 A. Yes, but the first one had three pages  
13 and the one from the Department, and this one have only  
14 one page.

15 MR. JACQUES: My lord, as Mr. Brisset was  
16 cross-examining I read the Cornwall Pilotage District  
17 General By-Laws and the requirments which he states are  
18 those contained in the By-Laws which are in force at  
19 the moment. I don't know how this fits in with the  
20 plans.

21 MR. LALONDE: Then we are faced with three  
22 different things my lord. Are we referring generally  
23 to certain proposals of the Department?

24 THE CHAIRMAN: Let Mr. Brisset finish his  
25 cross-examination and if you have anything or any further  
26 questions to ask the witness to clarify those problems,  
27 that you think will be of help to us, you may ask them  
28 then.

29 Q. Now I pass on to the fourth proposal  
30 and as far as the pilots are concerned they would require





1 English

2 a three-year apprenticeship with no less than 50 trips  
3 a year?

4 A. That is right.

5 Q. With the apprentice to continue as  
6 an apprentice until he is admitted as a pilot?

7 A. Right.

8 Q. On the other hand, the Department of  
9 Transport proposal or By-Law provides one year of  
10 apprenticeship with not less than 100 trips in that  
11 year?

12 A. Yes, but if he was a master for two  
13 years, what does the Department say?

14 Q. That ties in, of course, with the  
15 fact that he will be acting as master or mate for two  
16 years in the waters of your District?

17 A. Yes, you say master on the lake ships.  
18 Maybe he won't be up in the River. They are taking  
19 pilots and they have second mate or extra master while  
20 the captain is down sleeping in his room while the  
21 other officer is doing the River. How can they have  
22 the knowledge of the River?

23 Q. To put it otherwise, you mean to say  
24 Pilot that three years with 50 trips a year is much better  
25 than one year with 100 trips during that year?

26 A. I figure 50 trips in the season because  
27 the fellow, he will have to go and work somewhere else  
28 to make a living unless the Shipping Federation wants  
29 to pay him good wages.

30 Q. There is a provision isn't there in the





1 English

2 By-Law that during a period of apprenticeship the  
3 apprentice will be paid a certain amount per trip?

4 A. Yes.

5 Q. During the year and during his 100  
6 trips?

7 A. That is right.

8 Q. And paid by the ship?

9 A. Yes.

10 MR. LALONDE: Do we know how much it is?

11 THE WITNESS: They don't say how much.

12 MR. BRISSET: It doesn't say.

13 Q. You will not expect less than in the  
14 Montreal and Quebec District would you Pilot?

15 A. Well I think it should be more than  
16 that.

17 Q. But certainly not less?

18 A. Oh no.

19 Q. Now I come to the last requirement  
20 under your proposal and it's that on the Board of  
21 Examiners there be no shipping representative while  
22 under the Department's proposal there be one at least  
23 shipping representative.

24 A. Well the shipping representative there,  
25 I don't see the need of them. They never put up any  
26 questions or anything. Just sit and look.

27 Q. You feel that in the past their role  
28 on the Examination Board has not been active enough.  
29 Is that right?

30 A. No. Right.







1 English

2 Q. You would accept them if they were  
3 to ask more questions would you? Is that what you mean?

4 A. I think if they had a qualified man  
5 there to do so, I wouldn't mind.

6 Q. Is it not a fact that when you under-  
7 went your examination Captain Barrett was on the Board  
8 representing the ships' interests?

9 A. Sure.

10 Q. Captain Barrett was an examiner  
11 of masters and mates and pilots at the time?

12 A. I couldn't say.

13 Q. Is it not a fact that he had been  
14 piloting in these waters for 30 years and more?

15 A. Yes.

16 Q. And that he had trained a lot of  
17 pilots in his time?

18 A. Could be. I wasn't at that time  
19 but he never asked me any questions.

20 Q. That is what you reproach principally?

21 A. Well I think there when you are on  
22 the Board of Examiners that he should be able to put  
23 up questions.

24 Q. Now going over your proposal, Pilot,  
25 and speaking of course of the proposal of your Corporation,  
26 I take it that you would accept the candidate who is  
27 16 years of age, because this is the minimum?

28 A. Yes.

29 Q. Now if he meets the requirements of  
30 12 months service as a third officer on a ship, and then





1 English

2 does his three years of apprenticeship, you will agree  
3 with me at 20 years of age he could become a full-fledged  
4 pilot in your District, handling all ships that transit  
5 your District?

6 A. No, because he cannot get a certificate,  
7 I think, of mate before 21 years.

8 Q. You do not require a mate's certificate.  
9 You only say 12 months service at least as third officer.

10 A. Yes, but if he is third officer, has  
11 to have a ticket, a certificate of some kind.

12 Q. You could get it before you are 21  
13 as a third officer?

14 A. I don't think so.

15 MR. LANGLOIS: My lord, I am afraid that my  
16 learned friend has forgotten this fact: that the  
17 navigation season is only seven or eight months in any  
18 given year. As an average it would take more than three  
19 years to have the twelve months experience needed.

20 THE CHAIRMAN: I understand from your  
21 remark one year would not be one season of the navigation  
22 year.

23 Q. On this subject Pilot, I haven't  
24 seen in the proposal of the pilots that the twelve months  
25 service had to be in the waters of your District but  
26 I understood from my reading of it, and correct me if  
27 I am wrong, that it could be 12 months service anywhere  
28 as third mate?

29 A. Yes, twelve months anywhere sailing.

30 Q. So he could be sailing on the coast?





1 English

2 A. Yes.

3 MR. LANGLOIS: With an inland certificate?

4 THE WITNESS: He won't be able to sail with  
5 an inland certificate on the coast.

6 Q. The more we get into this, the more  
7 your proposal really confuses me.

8 THE CHAIRMAN: I suppose in the St. Lawrence  
9 up to Montreal.

10 Q. To clarify this point, I want to  
11 read clause 14 of the Corporation's proposal:

12 "An applicant for admission to the  
13 "Pilotage Service who has been selected by  
14 "the Board of Examiners shall, if he does  
15 "not meet the following conditions at the  
16 "time of his application for admission,  
17 "serve for at least 12 months in a grade  
18 "and class not lower than third officer on  
19 "an inland or coasting vessels trading  
20 "regularly through the District".

21 I apologize. You had the words "through the  
22 District" before being allowed to appear before the  
23 Board of Examiners for the issuance of an apprentice  
24 licence. I think we have clarified the point. I am  
25 sorry that I did not have the text before me.

26 THE CHAIRMAN: That is all right.

27 Q. Now Pilot let us assume that your  
28 request for an apprenticeship system in your District  
29 would have been granted when you first made it in 1957,  
30 somewhat along the same proposal, I assume. Am I right





1 English

2 in understanding that none of the apprentices could have  
3 been taken in?

4 A. No, but we have asked there for an  
5 apprenticeship system -- a new one there in 1959 I think  
6 at the opening of the Seaway.

7 Q. However, you have not taken in any  
8 new pilots in the District? I am speaking of an individual  
9 of having his licence as a pilot for the first time since  
10 1959? They have all come down from the Upper District?

11 A. That is right.

12 Q. So that these fellows who may have  
13 been taken in in 1959 would ~~still~~ be apprentices and  
14 would still have to remain apprentices until a vacancy  
15 would occur?

16 A. Sure, and I figure that if you stay  
17 this long, you get more experience.

18 Q. I thought that generally pilots were  
19 rather against long apprenticeships nowadays?

20 A. Yes. They expect to be apprentices  
21 like our apprenticeship scheme that we propose, but they  
22 do not say how long they are going to stay apprentices;  
23 at least three years. They apprentice for at least  
24 three years.

25 Q. Now Pilot I think your Corporation  
26 has been more or less insinuating that the Minister has  
27 not kept his promise of April 1962 to give you an  
28 apprenticeship system. Isn't that what you have been  
29 saying?

30 A. Yes.







1 English

2 Q. Would it not be more proper to say that

F2 3 what has happened is that the Minister has not given you  
4 the apprenticeship system which you wanted?

5 A. Well he didn't give us the one we  
6 wanted, that is right.

7 Q. Because you did not accept the one  
8 he proposed?

9 A. Well I don't think it was proposed by  
10 the -- well it was proposed by the Department of Transport  
11 but with the Shipping Federation, Dominion Marine and  
12 Lake Carrier Association I think.

13 Q. In other words, what you read in the  
14 Minister's promise in 1962 is not that you would be  
15 given a system of apprenticeship, but that you would  
16 be given a system of apprenticeship which you wanted?  
17 The type which you wanted?

18 A. Well I think we are in a pretty good  
19 position to say what kind of apprenticeship that we  
20 need because there in 1956 when I became a pilot, well  
21 if I would have one more, or a year and a half to go,  
22 well that would not be so hard on the nerves.

23 Q. Well do you think then that it is  
24 fair to insinuate that the Minister did not live up to  
25 his word in April 1962 under the circumstances, since  
26 the dispute is around the type of system?

27 A. Well in my own opinion he did not  
28 live up to his word.

29 MR. LALONDE: I might ask the witness what  
30 is the difference between a probationary pilot plan, apprent-





1 English

2 iceship pilot and see whether the Minister is offering  
3 an apprenticeship scheme?

4 A. Well the one through the Department  
5 of Transport, that is more like a probationary pilot  
6 than an apprentice scheme pilot.

7 Q. I think I have heard you mention,  
8 during your evidence, that these apprentices during their  
9 term of apprenticeship, could be used, if your system  
10 was to be enforced, as a wheelsman on board ships?

11 A. No, I think that was the first one  
12 that we have asked to have wheelmen and they could be  
13 apprentices at the same time but like in the proposal  
14 that we are making at certain places that the apprentice  
15 could take the wheel, with the consent of the master.

16 Q. Pilot would it be fair to suggest to  
17 you that your system of apprenticeship, that your  
18 Corporation is now proposing, has as one of its ulterior  
19 motives to really put on board ships transitting your  
20 District wheelmen, a request which has been denied  
21 to you in the past years?

22 A. Well I think wheelmen -- that we  
23 should have them, sure, on the ship. Yes.

24 MR. LALONDE: Would you repeat the question?

25 Q. I will repeat the question. Pilot I  
26 said is it not fair to suggest to you that one of the  
27 motives or ulterior motives for the system of apprentice-  
28 ship which you are now proposing is to provide, in an  
29 indirect manner, wheelmen on board ships transitting  
30 your District when your previous request for wheelmen has





1 English  
2 been denied by the Authority ?

3 MR. LALONDE: I object to the question as  
4 put in English because it is open to confusion "ulterior  
5 motive". If my friend is asking whether there should be  
6 an apprentice which will be used as a wheelsman at the  
7 same time, that is ulterior motive, that is one meaning  
8 of the question. The second meaning of the question  
9 in which ulterior motive might be understood is to  
10 get the apprenticeship first and then a wheelsman later  
11 which would be two different functions, so I think  
12 this: there are two sides and two different ways  
13 of answering this question and I think it should be put  
14 otherwise. He should ask the witness one: whether this  
15 plan is to use the apprentice as a wheelsman or,  
16 secondly, if you want to ask it, whether once they have  
17 a wheelsman they want -- it depends on what he is going  
18 to say to the first question but the first question  
19 should be to ask the witness whether or not the pilots  
20 want this plan of using apprentices as wheelmen accord-  
21 ing to the proposal which has been made.

22 THE CHAIRMAN: I think what Mr. Brisset  
23 is asking is whether the proposed scheme for apprentice-  
24 ship is not one to get around the refusal with regard  
25 to wheelmen.

26 MR. BRISSET: Yes.

27 MR. LALONDE: In other words, to use these  
28 persons as wheelmen supposing that they could not get  
29 a wheelsman?

30 THE CHAIRMAN: To get what they were refused.





1 English

2 Q. I do not say the only motive, but one  
3 of them pilot.

4 A. Well I think it should be an apprentice-  
5 ship scheme and that it should be a body of wheelmen  
6 to get aboard a ship.

7 THE CHAIRMAN: Two different things.

8 THE WITNESS: Yes.

9 Q. You mean to say you would have on  
10 board ships transitting the Seaway in your District a  
11 pilot and an apprentice pilot and the wheelman?

12 A. Sure.

13 Q. All paid by the ship, of course?

14 A. Sure.

15 THE CHAIRMAN: Did I gather also that if  
16 you have an apprentice pilot that it will not be in  
17 all cases?

18 THE WITNESS: No. In lots of cases.

19 THE CHAIRMAN: Then when you have one with  
20 you, you would dispense with the wheelman?

21 THE WITNESS: If the apprentice wants to  
22 come there, if there is no other ship to come up,  
23 well he will come along and make his trip too, like the  
24 wheelman -- for example, when we left the Harbour  
25 when the Commission was on board it happened the pilot  
26 there gave orders at shed 25, he ordered starboard and  
27 the wheelman gave him port and that is only a small  
28 ship and that has happened too coming out of the  
29 south shore canal. They are only small ships and they  
30 are used to coming here, those ships.







1 English

2 Q. You mean to say that the wheelmen  
3 that are going to be provided in your District, if your  
4 request is granted, will never make a mistake?

5 A. Well I think if the wheelsman was  
6 trained on the lake ships, I think they be much better  
7 than the other ones.

8 Q. Now Pilot you have also stated in  
9 favour of your proposal for apprenticeship that under  
10 such proposal the apprentice would be more familiar,  
11 or would become more familiar with the gyro and the  
12 radar. Would you explain what you mean?

13 A. Sure, because you are on the lake  
14 ships, and I was on one of the lake ships too and we  
15 were not allowed to operate the radar if it was not  
16 bad weather. Only in bad weather, fog or mist or drizzle,  
17 something like that. Well that is not when you need  
18 the radar. You really need it there but you will have  
19 to work at it before that to see how your land shows  
20 there on the screen and everything. So you will have  
21 to go to school to learn that.

22 Q. What about the gyro?

23 A. Well the gyro there, how it works,  
24 I think there is lots of misrepresentation there in  
25 that you will aboard some ships and they will say the  
26 gyro is one degree high, some say they will have to  
27 add one degree or subtract one degree on it. Well the  
28 fellow have to know that.

29 MR. JACQUES: Which is which.

30 A. They will have to subtract one.





1 English

2 Q. So that with three years and 50 trips  
3 your apprentice will get more experience than an older  
4 man who has already been a master and who does 100 trips  
5 during his season?

6 A. Well sure, because with a master there  
7 when he was on board his vessel, well maybe he was in  
8 bed all the time, resting there before he gets into the  
9 canal to do the canal, and that was somebody else was  
10 doing the River so when he does 100 trips in one season  
11 and the other one have three years at 50 trips a season,  
12 they will make 150 trips but the thing is 50 trips there  
13 can be more than 50 trips a year. May do a hundred.

14 THE CHAIRMAN: So we will adjourn now until  
15 2:30.

16  
17 ---LUNCHEON ADJOURNMENT.

18  
19 \* \* \* \* \*

20  
21  
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23  
24  
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26  
27  
28  
29  
30





1 PB/RPS 1 English

2 ---ON RESUMING AT 2:30 P.M.

3 CONTINUATION OF CROSS-EXAMINATION BY MR. BRISSET:

4 Q. Captain, I want to go back to the  
5 organization of your Corporation in your District, the  
6 By-Laws have already been filed. Am I right in under-  
7 standing that in your Corporation there are no special  
8 committees formed as we have seen in some of the other  
9 Corporations like the Operations Committee, the Committee  
10 of Admissions and Promotions and so forth?

11 A. No.

12 Q. In other words all the affairs of the  
13 Corporation are managed by its Board of Administrators?

14 A. Yes.

15 Q. In all the negotiations which took  
16 place with the Department of Transport say from 1957  
17 to 1962 while the Board of Administration headed by  
18 Captain Chartier was in office, the Board of Administration  
19 itself would be negotiating with the Authority, the  
20 Pilotage Authority ?

21 A. Yes.

22 Q. Making all the numerous trips that  
23 were made to Ottawa to see the Minister and his officers  
24 during those years?

25 A. Yes.

26 Q. I find that the By-Laws of the  
27 Corporation have been amended a number of times since  
28 1957, since the Corporation was constituted. I suppose  
29 that these amendments were submitted at the General  
30 Annual Meeting or at special meetings of the members?





1 English

2 A. Yes...

3 Q. Can you tell me whether generally the  
4 amendments were adopted unanimously or whether there  
5 were at times contrary votes?

6 A. I couldn't say...

7 Q. You couldn't say. Did you attend  
8 all the annual meetings?

9 A. Not every one of them, no.

10 Q. I would like to draw your attention  
11 here to By-Law No. 7. Have you a copy in front of you?  
12 It was a By-Law adopted on the 24th of January, 1961  
13 at a general meeting that took place on the same date.  
14 Do you have it before you?

15 A. Yes.

16 Q. Briefly speaking that By-Law states  
17 that from the 1st of April, 1959 an entry fee of \$1,500  
18 shall be assessed against every new member of the  
19 Corporation payable in three installments. Now, are  
20 you able to tell me whether after the passing of this  
21 By-Law any pilot was assessed this entry fee of \$1,500?

22 A. Yes, that was several pilots, yes,  
23 had to pay.

24 Q. How many pilots altogether have  
25 been, have had to pay this entry fee of \$1,500?

26 A. I have to check in the records.

27 Q. Would you provide that for us please.

28 MR. LAIONDE: The Secretary-Treasurer  
29 will be giving evidence later. If my friend is  
30 willing to ask the same question of the Secretary-Treasurer







1 English

2 he will have the information.

3 THE CHAIRMAN: We will postpone this  
4 request?

5 MR. BRISSET: Yes, my lord.

6 Q. Now, Section 2 of the Special By-Law  
7 states briefly that this membership fee will be deposited  
8 in a special reserve account administered by the Board  
9 of Administrators of the Corporation. Can you tell us,  
10 in fact, what are the actual intentions of the Corporation  
11 with regard to the use of these funds. What are they  
12 for?

13 A. For the use of these funds -- we  
14 will use it in many purposes, like shipping companies --  
15 they didn't pay in the fall of the year, we sent some  
16 money to the pilots in the springtime. It was used  
17 when they formed the Corporation from Snell to Kingston.  
18 That came out of that.

19 Q. In other words you are telling us  
20 part of the funds were used to finance the setting up  
21 of the Corporation of the Upper St. Lawrence River.

22 A. Correct.

23 Q. Were the funds deposited in this  
24 fund used in connection with any of the stoppages of  
25 work that occurred since 1961, at least there was one  
26 in 1962.

27 A. No, in 1962 it was all abolished because  
28 the Corporation up above was formed and that was the  
29 last we had that special fund.

30 Q. There was no further use of the funds





1 English

2 actually in existence at the time?

3 A. It doesn't exist any more.

4 Q. It doesn't. However any new member  
5 coming in as a pilot into your District, becoming a  
6 member of the Corporation you still have to pay this  
7 entry fee of \$1,500?

8 A. Correct.

9 MR. LALONDE: Could my friend put in the  
10 record Section 3, ~~Section No. 3~~ since he has read  
11 Section 2?

12 MR. BRISSET: Section 3 reads, I will  
13 translate. . .

14 MR. LALONDE: I have the English one.

15 MR. BRISSET: The monies deposited in the  
16 special fund shall not be used by the Board of Directors  
17 of the Corporation except upon authorization to that  
18 effect by the annual general assembly of members of  
19 a special general assembly called for that purpose. Has  
20 this procedure been followed in the past?

21 A. Yes.

22 Q. Now, Pilot, I want to review some  
23 of the events that occurred in your District, particularly  
24 those that involved the stoppage of work. The first  
25 one which you mentioned was the stoppage of work in 1955.  
26 Frankly I wasn't aware of that one. I would like you  
27 to give me just a brief outline of the reasons for this  
28 stoppage of work and what the pilots were seeking  
29 to achieve?

30 A. Well, I think that was what I read in a





1 English  
2 memorandum, that was the compulsory pilotage, compulsory  
3 dues of pilotage.

4 Q. It was to obtain from the Government  
5 the compulsory payment of pilotage dues in your District?

6 A. That is right.

7 Q. Against all ships, ocean and lake or  
8 against only one of them.

9 MR. LALONDE: In order to abbreviate the  
10 discussion in this respect the witness wasn't part of  
11 the District in 1955, but the Secretary-Treasurer was  
12 Secretary-Treasurer of the Corporation at that time.  
13 We will be putting him in the box next. He should  
14 certainly be a better witness to give this evidence as  
15 to what actually transpired at that time. I doubt  
16 if this witness will be able to give anything valuable  
17 since he wasn't even piloting at the time. If my  
18 friend wants to postpone it until Mr. Saucier is in the  
19 stand?

20 MR. BRISSET: Q. I don't think it matters.  
21 He told me some -- could you go a little further and  
22 say whether it was this compulsory payment of pilotage  
23 dues at that time applying to all ships or not? If  
24 you don't know . . .

25 A. I couldn't say.

26 Q. Now, I want to come to the year 1957  
27 when there was a stoppage of work from November 6th to  
28 November 21st, if my memory serves me properly.

29 A. Yes'

30 Q. At that time Pilot Marchand who had been





1 English

2 the President of the Corporation had left the Corporation  
3 to join the Harbour pilots; isn't that right?

4 A. Correct..

5 Q. Who replaced him as President of the  
6 Corporation when he left?

7 A. Jean-Guy Chartier.

8 Q. So Captain Chartier in November of 1962  
9 with a firm hand and support of the pilots as you  
10 mentioned earlier guided the destiny of the Corporation.

11 A. Right.

12 Q. Could you explain to us what were the  
13 reasons that brought about this stoppage of work in  
14 1957? One of those which you mentioned was that the  
15 rest period of 8 hours had been cancelled?

16 A. Right.

17 Q. Will you explain this a little more  
18 fully? Tell us, for instance, whether there was any  
19 arrangement with anybody regarding this 8 hours of  
20 rest period, how did that come about to be fixed at  
21 8 hours?

22 A. Well, that was an understanding that  
23 we had, between every ship that we could take eight  
24 hours rest, but when Captain Chartier came in Kingston,  
25 well they wanted him to go right back on another trip,  
26 on the RHINSTEIN.

27 Q. You said there was an understanding,  
28 understanding between whom?

29 A. That must be the Pilotage Authority.  
30 wasn't there at that time but we always took eight







1 English

2 hours rest between each ship.

3 Q. Was there anything in the By-Laws  
4 in that respect at the time?

5 A. I couldn't say...

6 Q. Was there anything in the dispatching  
7 regulations at the time about the rest period?

8 A. Well, they always gave it to us before.

9 Q. Pilot, I want to go back in history  
10 a little bit: do you not recall that prior to this  
11 period of the strike, shortly before, the pilots in your  
12 District were paid on the basis of so much per day,  
13 \$25 per day.

14 A. Yes, that was before they formed the  
15 Corporation.

16 Q. When the Corporation was formed in  
17 1957?

18 A. 1956, but in 1957 we were on flat  
19 rate.

20 Q. Anyway at one stage you were paid on  
21 the basis of so much per day.

22 A. I wasn't piloting at that time.

23 Q. Did you not know that while the  
24 tariff provided such a remuneration the pilots on board  
25 ships would, I am speaking of ocean-going ships, stop  
26 at night in order to have their sleep, and then proceed  
27 after having had their rest?

28 A. Yes, in some ships they were going  
29 night and day.

30 Q. When you piloted lake ships in these





1 English  
2 days you were only doing what we call the piloting, and  
3 not the canaling, so that in the canals the pilots  
4 could rest?

5 A. Right.

6 Q. Are you not aware when these tariffs  
7 were in effect it took from three to four days to pilot  
8 the ships through the District?

9 A. Yes, depending on the traffic.

10 Q. Including the rest period during the  
11 nights?

12 A. Yes. Well, I don't call that a rest  
13 period. If you anchor at ten o'clock at night and you  
14 leave three, four o'clock in the morning, and sometimes  
15 two o'clock in the morning during the summer, you don't  
16 have much of a rest.

17 Q. Pilot do you agree with me so far as  
18 your recollection goes that when these daily rates were  
19 abolished and the flat rate for the whole District  
20 was established the trips took only about two days  
21 and sometimes a little less?

22 A. I couldn't say.

23 Q. You don't recall?

24 A. No.

25 Q. At any rate you are not able to tell  
26 me there was anything specifically in the By-Laws or  
27 anywhere else dealing with the rest period in your  
28 District?

29 A. No.

30 Q. Now, the other reasons you gave us for





1 English

2 the strike is that two pilots had been refused by the  
3 SUN INGRID. Will you explain what this means to me?

4 A. Well, they refused -- I don't think  
5 the ship refused two pilots, the think the dispatcher  
6 refused to put two pilots on board.

7 Q. That was in early November?

8 A. Yes.

9 Q. Why would the pilots have wanted two  
10 pilots on board that ship in early November? Is there  
11 anything in the By-Law providing for two pilots?

12 A. No, but if the pilots don't have  
13 any rest I think it should be two pilots going on board  
14 so one of them can rest.

15 Q. Now, you told us it was Captain  
16 Chartier that had been asked to take a ship without  
17 his eight hours of rest. Are you speaking of the same  
18 Captain Chartier, the President of your Corporation?

19 A. Well, I have to see the exhibit before  
20 I can say anything. I think I made a mistake there.

21 Q. What exhibit have you in mind? I  
22 don't think it is too important.

23 A. I don't think it was the RHINSTEIN.  
24 I think it was the SUN INGRID. They refused to put  
25 two pilots on board the SUN INGRID.

26 MR. LALONDE: The Board of Directors meeting,  
27 November 1957 has been filed.

28 THE WITNESS: The minutes of the meeting  
29 is filed.

30 MR. BRISSET: Q. And this was . . .





1 English

2 MR. LALONDE: The reasons appear in that  
3 exhibit.

4 MR. BRISSET: Q. Am I correct though,  
5 Pilot, in understanding that really the main reason for  
6 the stoppage of work at that time was in support of your  
7 demands for the position of the compulsory payment  
8 of pilotage dues, that was the real reason for it.

9 A. That was one of the ones.

10 Q. Now, who did the Corporation and the  
11 pilots in your Corporation consider would be affected  
12 by the stoppage of work at that time?

13 A. Well, I think during that time every  
14 ships was affected.

15 Q. Wouldn't I be right to say it would  
16 be mainly the ocean ship that would be affected since  
17 the lake ships weren't taking pilots and that is what  
18 you were fighting?

19 A. In 1957 they were taking pilots. Lots  
20 of them were taking pilots in 1957.

21 Q. Did you at that time as well as your  
22 confreres in the Pilotage District realize that it was  
23 near the end of the season and that there was a good  
24 number of ocean ships up the Lakes that had to come  
25 out before the winter?

26 A. Right.

27 Q. Did you consider that this put you  
28 in a stronger position to put pressure on the Authorities?

29 A. Well, that could put some pressure  
30 on the Authority, but I figure that a pilot, he needed







1 English

2 his eight hours rest because of the congestion of traffic.

3 I think that was only reasonable, to have eight hours

4 rest between ships.

5 Q. Reverting to this compulsory feature,  
6 Pilot, isn't it true that the ocean shipping industry  
7 through the Shipping Federation of Canada had always  
8 supported you in your stand that there should be compul-  
9 sory payment of pilotage dues in your District?

10 A. Yes, I have read it.

11 Q. You agree with that?

12 MR. LALONDE: He says he read it.

13 MR. BRISSET: Q. You say you have read it.  
14 May I read it to you again because I would like to quote  
15 from Exhibit 809, the memorandum submitted to the  
16 Minister of Transport dated the 30th of October, 1957  
17 by your Corporation, paragraph 12:

18 (THROUGH THE INTERPRETER.)

19 On the other hand the Shipping  
20 Federation of Canada on many occasions took  
21 a stand during the recent years in favour  
22 of the compulsory payment of pilotage dues  
23 for ocean-going vessels. I read from a letter  
24 from Mr. A.L.W. McAllum, Manager, directed  
25 to Director of Marine Service at the D.O.T.,  
26 Mr. H.W. Anderson dated December 23rd, 1953  
27 which stated more particularly:

28 "The Federation is of the opinion that  
29 "compulsory payment of pilotage dues for ocean  
30 "vessels in the Montreal-Kingston pilotage

French





1 French

2 "District merits favourable consideration  
3 "by your Department on the grounds that a  
4 "definite shortage of pilots in the District  
5 "is prevailing and that the Pilot Committee  
6 "contends strongly that compulsory payment  
7 "of dues would attract additional efficient  
8 "navigators to seek pilots licences. Licensed  
9 "pilots presently employed on inland vessels  
10 "which are the only immediate source of  
11 "supply are not attracted into the pilotage  
12 "service for the apparent reason that there  
13 "is not sufficient inducement in the form  
14 "of security in this particular District.  
15 "This fact has already been demonstrated  
16 "to your Department as a result of the  
17 "questionnaire which was directed to all  
18 "pilots licensed for this particular District.  
19 "The possibility of inland shipping companies  
20 "who may take exception to the institution  
21 "of compulsory payment of pilotage dues for  
22 "ocean vessels in this District will no  
23 "doubt be given due consideration by your  
24 "Department. The Federation is already  
25 "aware of other problems which exists in  
26 "bringing about this ~~change~~. Our member  
27 "companies however are greatly concerned with  
28 "the volume of ocean vessels trading into the  
29 "Lakes continuing to expand <sup>an</sup>adequate number  
30 "of pilots will not be available to ensure





1 French

2 "effective pilotage services in the District  
3 "for ocean shipping. The Federation is  
4 "therefore not opposed to compulsory payment  
5 "of pilotage dues for ocean vessels trading  
6 "in the Montreal Kingston Pilotage District  
7 "on the basis that if licensed pilots are  
8 "not available under the compulsory system  
9 "the ship can employ a non-licensed man and  
10 "pay only one pilotage account".

11 Is this what you had read?

12 A. Yes, but that memorandum was sent in  
13 1955.

14 Q. I beg your pardon?

15 A. That was sent in 1955, the first  
16 strike. In 1957 we wanted to have compulsory payment  
17 of pilotage because the traffic was increasing all the  
18 time. We had more salt water ships during 1957 than 1955.

19 Q. You know, didn't you that the ocean  
20 shipping industry was in favour of your proposal, that  
21 is what I am asking.

22 A. With the building of the Seaway we  
23 knew there would be more ships coming up.

24 Q. Isn't it a fact that in 1957 the  
25 Shipping Federation of Canada joined with you in making  
26 representations along those lines to the Department?

27 A. Yes.

28 Q. And also in your memorandum to the  
29 Pilotage Authority or to the Minister you pointed out  
30 that ocean ships always used pilots in your District?





1 English

2 A. Sure. They weren't forced to. They  
3 could use anybody else if they wanted to.

4 Q. Even though they weren't forced to  
5 they were using your pilots?

6 A. Oh yes, sure.

7 Q. Do you think under the circumstances  
8 it was quite fair for the pilots to strike against the  
9 ocean ships that were really supporting them and feeding  
10 them?

11 A. Well, I don't think it was only against  
12 the foreign ships, I guess it was against the lake  
13 ships too.

14

15

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R/RPS 1 English

2 Because they were using pilots at the time.

3 I think both of them were involved.

4 Q. Is it not a fact that none of the  
5 lake ships were affected at the time by your strike?  
6 They just proceeded without pilots or the ones they  
7 had?

8 A. I think some of them were tied up in  
9 Lachine and lots of them had their special pilots.

10 Q. You are also aware aren't you that  
11 the ocean vessels managed to do without pilots during  
12 that period?

13 A. Sure I remember there, I think that  
14 is the PRINCE CASIMIR going in ~~L~~arrans Point, I don't know if  
15 he was nervous, and they had to put him off there at  
16 Sarnia, heart attack. After that there was one ship  
17 run into the pier at Iroquois and damaged the pier.

18 Q. You have never run into a pier your-  
19 self have you?

20 A. Sure I did.

21 Q. In connection with this stoppage  
22 of work in 1957 Captain did your Corporation get the  
23 assistance and support of the International Organization  
24 of Masters, Mates and Pilots headed by Captain  
25 Roland Johnston?

26 A. That is correct.

27 Q. Were members of your Corporation also  
28 members of this International Organization?

29 A. Correct.

30 Q. I take it that this Organization, amongst





1 English

2 the pilots, has grown into disfavour or did shortly  
3 after this year, the year 1957 or '58?

4 A. I think that it was the year after  
5 1958.

6 Q. Were you there when the Corporation  
7 and its members severed their connection with this  
8 Organization?

9 A. Yes.

10 Q. Was there one pilot in your Corporation  
11 at the time that did not agree with the decision of the  
12 majority to refuse to work? I am referring to Captain  
13 George Downey?

14 A. Yes, but he signed to be a member of  
15 the Union at the time, A.F.L.-C.I.O. and he signed  
16 and everything, and he was a member of the Union the  
17 same as us.

18 Q. However, he did not go on strike from  
19 the 6th of November to the 21st as the others did?

20 A. No, but I think he has stopped working  
21 for a while because when we had the meeting at the  
22 Queen's Hotel he was with us.

23 Q. The question I am asking you is did  
24 he or did he not stop work during that period?

25 A. Well he worked part of the period that  
26 we were stopped.

27 Q. While the others were not working?

28 A. Well ---

29 Q. Now what happened to his earnings, the  
30 pilotage dues which he earned while piloting vessels during





1 English

2 the strike?

3 A. It came into the pool of the Corporation.

4 Q. And after these dues came into the pool  
5 of the Corporation, what happened to them?

6 A. Well we have to wait at the end of the  
7 season. If he comes over the average or below the average  
8 and if he is in the average he gets the same money as  
9 the other fellows. So he came in the average and he  
10 got the same amount as all the other pilots.

11 Q. In other words what you are telling us  
12 is that his earnings during the strike went into the  
13 pool funds and at the end of the year there was the  
14 usual adjustment depending on the number of turns?

15 A. Correct.

16 Q. In this particular case, as I assume  
17 that he did quite a number of trips during the strike  
18 was his share of the pool greater than the others?

19 A. No, because he came in the average.

20 Q. Where did your Corporation cut him off?  
21 Was it after the strike because he had made a greater  
22 number of turns than the others that he was not permitted  
23 to pilot?

24 A. No, because when all the pilots came  
25 back to work, he was higher on the turns than the other  
26 ones. When they were making the list at nine o'clock  
27 in the morning and nine o'clock at night, he was higher  
28 on turn and everybody else was going ahead of him.

29 Q. In other words, the Corporation's way  
30 of dealing with a pilot who would work while the others



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First paragraph of faint text, starting with a small mark on the left margin.

Second paragraph of faint text, continuing the narrative or list.

Third paragraph of faint text, showing a change in structure or topic.

Fourth paragraph of faint text, possibly a transition or a new section.

Fifth paragraph of faint text, continuing the main body of the document.

Sixth paragraph of faint text, showing a shift in focus or detail.

Final paragraph of faint text at the bottom of the page.



1 English  
2 are on strike would be to put him off work after the strike  
3 until all the others had evened up with him on the  
4 number of turns?

5 A. That is correct.

6 MR. LANGLOIS: He needed a rest.

7 Q. In other words, you put him to rest.

8 A. Well automatically there at nine  
9 o'clock in the morning and nine o'clock at night when  
10 they adjust the list, we go ahead of him so we come in  
11 the end of the season with the same amount of turns.

12 THE CHAIRMAN: Had there been 20 ships during  
13 a day or 17 ships during a day, he could have had his turn?

14 THE WITNESS: Sure, but it never happened  
15 that many ships in a day.

16 THE CHAIRMAN: If that kind of traffic was  
17 there, he would have had his turn?

18 THE WITNESS: Sure my lord.

19 Q. Now I want to come to the events of  
20 1958 when the pilots in your District for a while did  
21 not board vessels as they did not cross the picket  
22 lines set up by the sailing masters.

23 A. Correct.

24 Q. At Kingston? Was it only at Kingston  
25 or at Montreal?

26 A. Kingston.

27 Q. Now this picketing by the sailing  
28 masters was prompted by what, do you know of your own  
29 knowledge?

30 A. Well I think they were objecting ---







1 English

2 Q. If you really don't know too well  
3 about the situation perhaps you had better not try and  
4 answer the question.

5 A. I don't know too well about it.

6 Q. I can take it you are not fully  
7 familiar with the situation?

8 A. No.

9 Q. However, you were aware and are aware  
10 are you not that the sailing masters belonged at the time  
11 to the International Organization of Masters, Mates and  
12 Pilots?

13 A. Correct.

14 Q. Headed by Mr. Roland Johnston?

15 A. Correct.

16 Q. You were also aware that your then  
17 President, Captain Chartier, was on friendly terms with  
18 Mr. Roland Johnston?

19 A. Well I wouldn't say that.

20 Q. Is it not a fact that the Organization  
21 of Masters, Mates and Pilots requested your support at  
22 the time not to cross the picket lines because they  
23 had supported you the year before in your strike in  
24 November 1957?

25 A. Correct.

26 Q. So really there wasn't too much effort  
27 put in by the pilots to go across the picket line while  
28 they were there?

29 A. Well no pilot wanted to go across.

30 Q. I want to come to the year 1959 which,





1 English

2 I think won't you agree with me was a rather turbulent  
3 year?

4 A. I don't think so.

5 Q. You mean all the years were the same?

6 A. Well 1959, I don't think this was  
7 worse than the other ones.

8 Q. Of course you will recall that the  
9 Seaway was opened in that year?

10 A. 1959, right.

11 Q. And that the official opening of the  
12 Seaway, with the ceremonies attended by the President  
13 of the United States and Prince Philip was to take place  
14 on June 26th?

15 A. Correct.

16 Q. And I take it that the deadline you  
17 had given to the Minister in your demands, namely, June  
18 26th had been chosen for that reason?

19 A. Correct.

20 Q. I would like also to add that Her  
21 Majesty The Queen was also in attendance.

22 A. That is correct.

23 Q. Captain I would like to refer you to  
24 appendix 22 on page 57 of the second volume of the  
25 memorandum filed by the Shipping Federation of Canada.  
26 I would like you to look over this document which is  
27 an extract from the article published in the Montreal  
28 Star setting up the grounds of complaints of the pilots  
29 which they said would bring about the stoppage of work  
30 if it was not rectified by June 26th and ask you to confirm





1 English

2 that these really were the grounds.

3 MR. LALONDE: My lord, in this respect there  
4 was a memorandum submitted yesterday, which is an  
5 exhibit, which lists seven demands which the witness  
6 has gone over yesterday.

7 Q. Are they the same?

8 MR. LALONDE: I don't see why we should go  
9 into investigating the Montreal Star article. We don't  
10 know whether they are reporting correctly. I would  
11 suggest we use the exhibit.

12 THE CHAIRMAN: The witness was there and  
13 if the witness was there at the time, 1959, he knows  
14 exactly what were the grounds for the strike or the  
15 threatened strike and he can look at this article. If  
16 he is clear, if he understands what it means, he may say  
17 so and if not, if it is confusing, that article, he may  
18 say he doesn't want to answer.

19 MR. LALONDE: I would suggest that the  
20 witness be given at the same time the memorandum which  
21 includes the demands.

22 MR. BRISSET: I think the witness has  
23 already looked at the article and confirmed that it was  
24 what they were asking.

25 THE WITNESS: Well I said very well the  
26 same. I didn't say they were the same.

27 Q. The real purpose of my question was  
28 not really to have you make an exact comparison between  
29 the terms used in the article and in your official  
30 demands. The purpose of my question was to ask you whether





1 English  
2 this publicity was arranged by your Corporation at the  
3 time to give a little more strength to your demands in  
4 the light of the opening of the Seaway so as to force  
5 the Minister's hand?

6 A. Well ---

7 MR. LALONDE: My lord, I object to the word  
8 "publicity". I think publicity has a certain meaning.  
9 This is an article written by Mr. Norman Pastall. This  
10 is not an advertisement.

11 Q. Will you answer my question?

12 A. Will I think that when we made that,  
13 we put pressure on the Minister and the Department of  
14 Transport and Pilotage Authority because we were there  
15 waiting for it, so that was the proper time to do it  
16 now.

17 Q. In other words, the list of demands  
18 which you say follow pretty closely your official request  
19 is based on a document that was supplied to the paper  
20 isn't it? You had to supply the reporter who wrote this  
21 article with a copy of your official demands so that he  
22 could be so precise. Isn't that a fact?

23 A. I wasn't there when this ---

24 MR. LALONDE: The first question to ask  
25 the witness was whether he was on the Board of Directors  
26 at the time and whether he was there when Mr. Pas [redacted]  
27 got his information.

28 A. I wasn't there at the time when that  
29 happened...

30 Q. Who was in charge at the time of the







1 English  
2 liaison with the press? Was it your Board of Administration  
3 or a particular pilot or your President?

4 A. I think it was all the Board of  
5 Directors but we did not go all to the press there. We  
6 sent one fellow to the press.

7 Q. Who was the fellow charged with the  
8 function of going to the press?

9 A. I couldn't say.

10 Q. You couldn't say. Now it is reported  
11 in this article that the representatives of the pilots  
12 met yesterday in Ottawa with the Department of Transport  
13 officials and would have stated it is not a question of  
14 money. Do you recall if you attended the meeting?

15 A. That was not a question of money.

16 Q. It was not a question of money?

17 A. That was only one item that was a  
18 question of money. That was the \$5 detention I think.

19 Q. Well I see here in the list the  
20 transportation allowance to cover taxi fares. That  
21 was a question of money?

22 A. Well that was increasing from \$2 to  
23 \$3 for transportation.

24 Q. The delay charge of \$5. That would  
25 be a question of money.

26 A. There, that, that is what I mentioned.

27 Q. Approval of the tariff, that would  
28 be a question of money wouldn't it? Would it?

29 A. Yes.

30 Q. Taking ships from St. Lambert to Longue





1 English

2 Pointe anchorage.

3 A. Well that is not in our District.

4 Q. And back to the Harbour, making two  
5 trips for a single fee. Wouldn't that be a question of  
6 money?

7 A. That is not in my District.

8 Q. What was in your District was the  
9 appointment of Captain Jean-Guy Chartier to pilot the  
10 BRITANNIA?

11 A. Sure, because every other District  
12 they took the senior pilot and the President so in our  
13 District there Mr. Patrick Dussault refused to take the  
14 ship and we got the letter to the Corporation give his  
15 place to the President.

16 Q. Wasn't Pilot George Downey, the one  
17 who had worked during the strike, wasn't he appointed  
18 by the Department to pilot the ship?

19 MR. LALONDE: The Federation.

20 Q. To your knowledge?

21 A. He was not the senior man.

22 Q. He was not one?

23 THE CHAIRMAN: The question was whether he  
24 was appointed or not to your knowledge?

25 Q. To your knowledge was he appointed?

26 A. I couldn't say.

27 Q. At all events, following this little  
28 campaign, all the demands of the pilots were granted  
29 were they not before the official opening of the  
30 Seaway?





1 English

2 A. Correct.

3 Q. Were you there at the ceremonies?

4 A. No.

5 Q. You couldn't tell us what kind of  
6 a job Captain Chartier did on the BRITANNIA?

7 A. No. I was on a ship anchored below  
8 the Snell Lock.

9 Q. Was there any talk amongst the pilots  
10 later on about the kind of job he did?

11 A. No idea.

12 Q. Now I have not been quite clear in  
13 my own mind as to the history of the division of the  
14 District in two. That is, with the relief of the pilot  
15 taking place in Snell Lock or St. Regis Island during  
16 that year. Could you give us a summary, a clear summary  
17 of what happened according to your recollection?

18 A. Well in 1959 that was not legally  
19 divided there. It came legally divided only on the  
20 17th of November 1960.

21 Q. When you mean legally divided, you mean  
22 by ---

23 A. Order-in-Council.

24 Q. By the passing of an Order-in-Council  
25 setting the limits of both Districts?

26 A. Right.

27 Q. However had not the pilots asked in  
28 1959 that the trip be split, that there be one pilot  
29 up to Snell and another pilot up to Kingston and the  
30 same coming down?





1 English

2 A. Well I don't remember but it could have  
3 been done but when we started splitting in 1959 at  
4 Cornwall or Snell Lock, well I don't think they have  
5 the proper management to do it because we had no way  
6 of dispatching. No way of sending our E.T.A.'s to  
7 Cornwall so I don't think it was properly done.

8 Q. The question that I was asking you:  
9 Were the pilots asking that the District be split or  
10 that there be a relief of the pilot at Snell in that  
11 year?

12 A. I think we have asked to have a  
13 relief at Snell Lock.

14 Q. You asked for that?

15 A. I think so, yes.

16 Q. And when the Government agreed to  
17 give it to you, you refused to take it because, in your  
18 opinion, it was not properly organized at Cornwall?

19 A. That is correct.

20 Q. Now was there any other reason why  
21 you refused to accept the division?

22 A. Because we were not enough pilots  
23 because when you split a District like that, you need  
24 some more pilots to do the work.

25 Q. On this form were you not given  
26 six pilots on July 26th and five on September 28th?

27 A. But that was not quite enough.

28 Q. Not quite enough. You got four more  
29 later in the year which was all you got?

30 A. Correct.







1 English

2 Q. So because you were missing four  
3 pilots say in September you would not get off at  
4 Snell?

5 A. Well I figure four pilots, when you  
6 have somebody sick there on the list ---

7 Q. Now you recall a dispute around that  
8 time regarding paying expenses of a pilot from Snell  
9 to Cornwall?

10 A. Yes. I think that we had the legal  
11 adviser send a letter for us that I think it is an  
12 exhibit in the file:

13 Q. The pilots, however, even in 1959  
14 did start to change at Snell in some cases?

15 A. Right.

16 Q. And when they did change at Snell  
17 they would send bills for their travelling expenses  
18 to the Shipping?

19 A. Right

20 Q. For taxi fare?

21 A. Correct.

22 Q. Are you aware that these bills at the  
23 time varied considerably say from \$5 to other times  
24 \$16?

25 A. I couldn't say because I never charged  
26 that much.

27 Q. You never charged that much?

28 A. No.

29 Q. Are you aware that at the time the  
30 Shipping Federation offered, at no expense to the pilot,





1 English

2 a taxi service from Snell?

3 A. Correct, but we didn't want the wait  
4 there at the Snell Lock or Cornwall, wait for another  
5 pilot or similar to Snell Lock, wait maybe an hour and  
6 get another pilot with us, well we didn't want that.

7 Q. What did you not want? The taxi service  
8 or the waiting or what?

9 A. We didn't want the waiting.

10 Q. You wanted a taxi service but you  
11 wouldn't want the wait?

12 A. Well after 14, 15 hours on the bridge  
13 and when you come and have to wait an hour, an hour and  
14 a half for a taxi there, I don't think that is very good.

15 Q. Wasn't the purpose of the taxi service  
16 offered by the Shipping Federation instead of you getting  
17 whatever taxi you could get, just to avoid that waiting  
18 period? The taxis would always be there, available  
19 to you?

20 A. Well I think when we wanted to have  
21 a taxi there, that we could call and get one or call  
22 Eisenhower and tell him that we are coming at such a  
23 time because we had no way of communication there unless  
24 we had Eisenhower to do it for us.

25 Q. And that is why the Shipping Feder-  
26 ation offered to give you this service organized by  
27 itself?

28 A. Yes, I know they offered it.

29 Q. Is it not a fact Pilot things got so  
30 bad in connection with this taxi service that the





English

1 Department threatened to cancel the District unless you  
2 took the taxi service offered to you and stopped charging  
3 the various charges that were made at the time?

4 A. Well it was some American taxis there  
5 like Cornwall were charging \$8.40 beside the bridge.

6 Q. When you were using your own?

7 A. Sure. Some American taxis.

8 Q. Isn't it a fact that at the same time,  
9 I repeat, things got so bad that the Department  
10 threatened to cancel the whole District?

11 A. Yes.

12 Q. And then after that things got ---

13 A. Smoother.

14 Q. Now Pilot I want to come to the 1962  
15 stoppage of work in other jurisdictions.

16 A. Well I think it was very easy for us.

17 Q. What was your participation, if any,  
18 speaking of participation of your Corporation, in the  
19 stoppage of work in 1962? By that I don't mean actual  
20 stoppage of work on your part but this general stoppage  
21 of work that took place on the rest of the River?

22 A. Well we wanted to have, well the  
23 same as -- well we wanted to have money like, the  
24 earnings the same as for the work we are doing and that  
25 was part of the brief and the apprenticeship scheme  
26 that we were after.

27 Q. Now your President at the time, Mr.  
28 Chartier did participate in the meetings with other  
29 Corporations or of the Federation did he not?

30 A. Yes.





1 English

2 Q. Did you yourself attend at Three  
3 Rivers?

4 A. Yes.

5 Q. All the members of your Board of  
6 Administration did attend?

7 A. Correct.

8 Q. Now I would like to refer you to  
9 Exhibit -- I cannot find the number my lord but I will  
10 identify it. I would like to refer you to a letter  
11 dated the 6th of April 1962 addressed to the Honourable  
12 Leon Balc r and signed by Mr. Andre C. Bedard, President  
13 of the Federation and particularly to paragraph 3.

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PB/RPS 1 English

2 Q. This letter or telegram, I am not too  
3 sure, lists some questions which still had to be  
4 settled before the pilots returned to work. Will you  
5 quote your Section 3?

ench 6 (THROUGH THE INTERPRETER.)

7 A. Section 3, no date fixed ~~was~~ set by  
8 your Department for the enforcement of the apprenticeship  
9 scheme Cornwall. We suggest in the spring of  
10 1963.

glish 11 Q. Am I right to assume, Pilot, that  
12 the pilots of other Corporations and Districts were  
13 refusing to work in order to assist your own Corporation  
14 and obtain these demands?

15 A. Because the Federation is one body  
16 and we are all co-operating each other ~~all in~~ the  
17 Corporations.

18 Q. In other words the Federation's  
19 purpose is to make sure if a Pilotage District has a  
20 demand the other pilots in all the other Districts  
21 will support him?

22 A. Not exactly, no.

23 Q. Not necessarily?

24 A. No.

25 Q. But this is what happened in 1962?

26 A. Because all of the Districts had  
27 problems during that time. That wasn't the only one  
28 Corporation.

29 Q. Now Pilot I want to go over some of  
30 the specific recommendations for your District, and





1 English

2 particularly recommendation No. 2 having to do with  
3 wheelmen for ships over three thousand tons. Now,  
4 you have mentioned to us one of the reasons for this  
5 recommendation is that in your experience wheelmen on  
6 ocean ships, and I think you particularly mention the  
7 Greek ships, I don't know why, but you did, wheelmen  
8 on board ocean vessels when told to put a wheel hard  
9 aport or hard astarboard will not do it?

10 A. Correct.

11 Q. Am I right in understanding that since  
12 your recommendation is limited to vessels over 3,000  
13 tons the wheelmen do do their job if the ship is  
14 only 2,500 tons?

15 A. Well, a smaller ship like for example  
16 the TERNEFJELL that came out of shed 25, that was a  
17 small ship, but if that ship would have been 5,000 tons  
18 we don't know what could have happened in that current  
19 heading for Caughnawaga, coming out of the south shore  
20 channel.

21 Q. What you are saying is ~~the~~ result  
22 of failure to obey your command may be more serious  
23 on a larger ship, that is why you put that recommendation  
24 in?

25 A. Sure.

26 Q. My learned friend, Mr. Mason, suggested  
27 to you possibly when you got aboard a ship to pilot  
28 in your District you might advise the master when you  
29 give an order hard aport or the order hard astarboard  
30 you want hard aport or hard astarboard?





1 English

2 A. Yes, but the master is with us on the  
3 bridge.

4 Q. I beg your pardon?

5 A. The master is with us on the wing of  
6 the bridge. How can see if the wheel is hard over or  
7 not?

8 Q. I would take it from a request from  
9 you the master would inform the wheelsman to this  
10 effect, for instance, when the pilot gives you an order  
11 hard aport and hard astarboard put it hard aport and  
12 put it hard astarboard.

13 A. Most of the fellows, say for example  
14 the LIBERTY ships, telemotor, the wheels are hard and  
15 they won't put her over.

16 Q. What do you mean the wheel is hard?

17 A. Some of the telemotors are very stiff.

18 Q. Are you quite sure of what you are  
19 saying, that the wheels on board ships are hard to turn?

20 A. Sure, those Liberty and the Park ships  
21 coming in the Seaway, they are hard.

22 Q. If that is so then I say these ships  
23 are more or less disappearing from our waters.

24 A. I wouldn't say so.

25 Q. Let's go on. Apart from this failure  
26 to obey your command is there anything else that you  
27 would like to add with respect to the way wheelsmen on  
28 ocean ships handle their wheel when they get an order  
29 from you?

30 A. On many occasions when you are in the





1 English

2 canal the mate or somebody else comes in the wheelhouse  
3 and they talk to the man at the wheel, and many times  
4 there you tell him port or starboard and you have to repeat  
5 it because he is talking with somebody else. You are  
6 handling a ship and there are two or three in the  
7 wheelhouse talking to the wheelman. I don't think that  
8 is a very good practice.

9 Q. Do you agree with me, Pilot, you are  
10 an adviser to the master on board a ship?

11 A. Sure.

12 Q. Would you agree with me that the master  
13 can always countermand your order?

14 A. Surely.

15 Q. If you were to give hard astarboard  
16 and the master doesn't feel that is a proper order he  
17 can say give say give her only 15 degrees.

18 A. He will find out soon when you are  
19 making a wall and the master tells the wheelsman to put  
20 only 10 or 15 degrees and your engine is at full speed  
21 and you get half speed to get the ship around, he finds  
22 out when he runs into the wall.

23 Q. Have you had occasion, Pilot, to  
24 review the list of casualties in your District between  
25 in 1958 and 1962?

26 A. No.

27 Q. Are you nevertheless aware that these  
28 statistics were prepared by the Department on the  
29 basis of the reports made by the pilots?

30 A. Sure







1 English

2 Q. You are aware of that. In other words  
3 when an accident happens aboard a ship you are piloting  
4 you make a report to the Pilotage Authority and indicate  
5 the cause of the accident?

6 A. The cause many times when a pilot  
7 isn't in the wheelhouse to see how the wheel is, if he  
8 is hard starboard and hard port, maybe you have only  
9 five or ten degrees when the accident happened, and  
10 you are on the bridge and you don't know how much wheel  
11 he has got on.

12 MR. LANGLOIS: I wish to correct a statement  
13 made by my learned friend. The pilot doesn't give the  
14 casualty report, the cause of any accident.

15 MR. LALONDE: Moreover I would like to draw  
16 attention to the evidence given by Mr. Pintal yesterday,  
17 it isn't necessarily even an accident.

18 THE CHAIRMAN: An unusual occurrence.

19 MR. LALONDE: Something of that sort, yes.

20 MR. BRISSET: Captain Perusse, during the  
21 adjournment we will have a few minutes to ourselves  
22 and I would like you to go over the list of casualties  
23 in your District, Exhibit No. 747. ~~with the~~  
24 ~~number later on.~~ I just want you to check my figures  
25 of what I will tell you a minute. For 1958 -- you  
26 might take a note -- in 1958 I counted 69 accidents  
27 in the St. Lawrence Kingston District.

28

29

30





1 English

2 MR. LALONDE: Accidents?

3 MR. BRISSET: Casualties.

4 MR. LALONDE: Unusual events.

5 MR. BRISSET: Q. The list is entitled  
6 reported casualties. I only found one which is the  
7 23rd of April, the SUDERHOLM, collision, no competent  
8 wheelsman, the only one having a reference under the  
9 heading of cause to the wheelsman. In 1959, you  
10 will check my figures, there were 91 reported casualties  
11 and in seven of these cases you will find reference to  
12 the wheelsman.

13 MR. LANGLOIS: My lord, at this stage, I  
14 stand corrected, but I understand that the causes  
15 mentioned in this list of casualties is the cause as  
16 determined by the investigating officer of the Depart-  
17 ment, not the pilot.

18 THE CHAIRMAN: Yes, yes.

19 MR. BRISSET: Q. Whoever may have determined  
20 the cause, I am just quoted what the cause is according  
21 to the statistics. You have the 17th of May the  
22 GRANADA, wheelsman not following orders; 31st of May,  
23 AKTION, order not understood; 4th of June ANOULA, chief  
24 officer didn't understand order; 1st of August DORION,  
25 order not obeyed; 13th of September SOLVIKEN, wheelsman --  
26 that is all there is; 30th of October ANDREA BROVIG,  
27 wheelsman not obeying order; November 27th, LAHNSTEIN,  
28 inexperienced ship's officer. You see I am giving you  
29 the benefit of the doubt, what might be a misunderstand-  
30 ing. Do you agree for the first year of operation





1 English

2 when the Seaway had been opened, used by nobody else  
3 before, this was a pretty good record in spite of foreign  
4 ships being there for the first time with their own  
5 wheelmen?

6 A. Sure. If they had been competent  
7 wheelmen maybe you would have had less accidents.

8 Q. Perhaps if we may ~~want~~ to be  
9 sarcastic, if there had been competent pilots there  
10 wouldn't have been 84 or 94 other accidents, but I am . . .

11 A. Could be.

12 Q. . . playing on words there. In  
13 1961 casualties there is only one in which there is  
14 a reference to the wheelman, 3rd of July, SKAUMA,  
15 wheelman not obeying, scraped lock. All these  
16 accidents seem to me after reading the list have to  
17 do with scraping locks, hitting piers.

18 In 1961 there were 21 casualties and none  
19 reported as being caused by the wheelman. In 1962  
20 there were 24 casualties, two mentioning the wheelman,  
21 the 8th of June, the DUNDEE, wheelman's mistake, hit  
22 lock wall; 20th of October, FLYING SPRAY, I am sorry --  
23 4th of October MALMANGER, slow wheelman, hit lock  
24 wall, Pilot A. Perusse.

25 A. I was on board below Ste. Catherines  
26 and the wheelman, that was a Norweigan ship and the  
27 captain was on the other side of the bridge, and I told  
28 him when I was coming to the lock, I told him to put  
29 the wheel hard apart, and he put about 10 degrees  
30 wheel on it, so I told him, I said hard apart. He





1 English

CC2 2 answered me, yes, I gave her half speed and went into  
3 the wheelhouse, I saw he had only 10 degrees wheel  
4 on.

5 Q. Is that particular accident that  
6 has mainly been guiding you in your recommendations  
7 before the Commission?

8 A. Not only that, take the TERNEFJELL  
9 on the 23rd of October, wheelsman gave the wrong wheel,  
10 turned the ship around. This was the TERNEFJELL, the  
11 23rd of October. The Commission was on board.

12 MR. BRISSET: Perhaps we could adjourn.

13  
14 ---A SHORT RECESS.

15  
16 ---FOLLOWING THE SHORT RECESS:

17  
18 MR. BRISSET: Q. Pilot Perusse, have you  
19 had time to look over the statistics of the casualties  
20 during the adjournment?

21 A. Yes, I did.

22 Q. Let me ask a question: Do you  
23 agree with my summary of it or have you something to  
24 add?

25 A. We could say in many of these  
26 cases you know that the pilot -- we were using old  
27 waterway, before the opening of the new Seaway, the  
28 pilot was steering the ship through the canal. When  
29 the Seaway was opened in 1959 many of the pilots  
30 were steering their ships going through the canal, when







1 English  
2 the ships were small. After that the tonnage increased  
3 so they couldn't do it anymore.

4 Q. While we are on this subject, to  
5 make this quite clear there are two types of work you  
6 have been doing in your District, particularly regarding  
7 the lake vessels, one we call the piloting, but not  
8 canaling; in other words you would only do work in  
9 the open waters and let the master handle the ship in  
10 the canals?

11 A. That is right.

12 Q. And when you are piloting ocean  
13 vessels you would in all cases do both the canaling and  
14 the piloting?

15 A. Correct.

16 Q. On this subject of wheelsman, will  
17 you tell us generally in what language you give your  
18 orders?

19 A. Well, we gave them, if it is French  
20 we give it to them in French, but if they are English,  
21 Greek, or German, Norweigan -- we give them in English.

22 Q. Isn't it true there are in fact  
23 very few French ships going up the Seaway as compared  
24 to the rest, it is a very small percentage?

25 A. Sure, but there is quite a few  
26 coming up.

27 Q. When you give your orders, say in  
28 English to make it simple here, in what manner do you  
29 give them? Suppose you want a bit of port wheel, how  
30 would you do it?





1 English

2 A. What I do, just about like in the  
3 navy, you tell them wheel port 10 degrees or port  
4 15 degrees or hard aport.

5 Q. When you don't want hard aport, but  
6 simply a bit of port wheel you will say five degrees  
7 or ten degrees, you would use the word degrees?

8 A. Right.

9 Q. And the number... Is that the general  
10 custom as far as you know among pilots in your District  
11 to give orders in this manner?

12 A. Well, some of them, they might use  
13 some other language, but I have never been with them,  
14 I don't know what language they are using.

15 MR. LANGLOIS: What about American ships?

16 THE WITNESS: American ships, they are  
17 different. You never tell them port or starboard. You  
18 have to tell them right 15 or left 10, or hard right --  
19 that is the way the Americans do it.

20 MR. LANGLOIS: Don't you use the word  
21 "rudder"?

22 A. Right rudder or hard right rudder --  
23 that is what they are using.

24 MR. BRISSET: Q. When you have American  
25 ships you have a different method?

26 A. The wheelsman wouldn't understand  
27 what we were saying if we told them port or starboard  
28 because it is 'right' on the board ahead of them, if  
29 you tell them starboard they don't know what it is,  
30 and it is right there with an arrow, their righthand





1 English

2 side and lefthand side.

3 Q. You told us that the master was  
4 generally on the bridge going through your District?

5 A. He is on the bridge, but not in the  
6 wheelhouse, on the wing of the bridge.

7 Q. If you weren't sure of your wheelsman  
8 wouldn't you think it a good practice to give your  
9 order to the master so that he could relate the order  
10 to the wheelsman?

11 A. If we ever do that when we are  
12 making the locks we will never make them. We will  
13 sink the ship before entering the lock.

14 Q. You mean it would take too long to  
15 say to the master five degrees to port and let him give  
16 the order in his own language to the wheelsman?

17 A. Sure.

18 THE CHAIRMAN: Do you request from the  
19 wheelsman he repeat the order?

20 THE WITNESS: Sometimes they repeat but they  
21 still say starboard and put the port wheel on.

22 MR. BRISSET: Q. Has it ever happened that  
23 the pilot will say port when he means starboard?

24 A. I never heard it. When you are enter-  
25 ing a lock you think before you give an order,  
26 when your ship is going in, so it won't go into the  
27 wall.

28 Q. I want to pass on, Pilot, to your  
29 third recommendation about apprenticeship and I would  
30 like to ask you an unfair question at this stage.





1 English

2 MR. LALONDE: I object..

3 MR. BRISSET: Q. This preliminary remark  
4 might tell you you are free to answer or refuse to  
5 answer. Would it be fair to suggest Pilot that the  
6 system of apprenticeship proposed by your Corporation  
7 may have as a motive also the belief that with an  
8 apprenticeship system the Corporation will have better  
9 control over the pilotage material to come in the  
10 District and to make sure that they will join the  
11 Corporation?

12 A. I don't think so.

13 Q. You are aware of the experiences in  
14 other Districts where pilots now join at a tender  
15 age and all sign the Corporation adhesion form, are  
16 you not, that all the new pilots in the other Districts  
17 that have been admitted as pilots since the Corporations  
18 have been formed have to join the Corporation of their  
19 District?

20 A. Yes.

21 MR. LALONDE: At the tender age of 35.

22 THE WITNESS: They all do.

23 MR. BRISSET: Q. When I say tender age,  
24 Pilot, it is because in your District the pilot  
25 apprentice is accepted when they are over 16 and not  
26 over 25.

27 THE WITNESS: Not over 50.

28 Q. According to your proposal . . .

29 MR. LALONDE: Is it not 30?

30 THE WITNESS: Not over 30.







1 English

2 MR. BRISSET: An age which is no longer so  
3 tender.

4 MR. LALONDE: The age at which they enter  
5 into apprenticeship. This is not the age at which they  
6 become pilots.

7 MR. BRISSET: Now, I pass on to your  
8 recommendation No. 4. I take it, pilot, that it directed  
9 not at ocean ships?

10 A. Not the foreign ships.

11 Q. Isn't it a fact that those ships  
12 that are giving you the most trouble or reason to be  
13 concerned in your District are the American lake ships?

14 A. I think both American and Canadian lake  
15 ships.

16 Q. It wouldn't be fair to say mainly  
17 the American lake ships?

18 A. They only started last year, this year,  
19 the American ships.

20 Q. Do you mean to say the American  
21 large Upper Lakes didn't come into the Seaway until  
22 this year?

23 A. We had some of them, the HARRY  
24 COULBY, the HERBERT C. JACKSON and the LEON FALK JUNIOR  
25 and they were using pilots.

26 Q. Did you follow from 1957 on the  
27 fight carried on by the ocean industry in connection  
28 with the proposed pilotage legislation in the Great  
29 Lakes?  
30 -----





R/RPS 1 English

2 A. No, I didn't.

3 Q. I pass now to your recommendation No. 5.

4 Am I right in assuming again this recommendation is  
5 not directly at ocean vessels?

6 A. No, because they are foreign vessels.  
7 They are compulsory.

8 Q. Now let us pass on to recommendation  
9 No. 6 in which you ask for a clarification of the place  
10 where the relief of pilots should take place.

11 Speaking personally, and as President of your Corporation,

12 Pilot, would you be agreeable to the relief of the  
13 pilot being affected by motorboat at St. Regis Island  
14 where it would be possible to do it with the same  
15 taxi service being provided to return the pilot to  
16 Cornwall or to take him from Cornwall to the point  
17 of embarkation?

18 A. I agree there to go as far as our  
19 District is concerned, the limits.

20 Q. What I am asking is would you be in  
21 favour of the relief being made at that particular  
22 spot by boat?

23 A. Sure.

24 Q. You would. Are you aware that the  
25 Shipping Federation in years past had offered this  
26 service to the pilots?

27 A. To our Corporation?

28 Q. Well to the pilots in the  
29 circumscription, in the two Districts?

30 A. Yes. To which districts?





1 English

2 Q. Who are the Districts?

3 A. It would apply, of course, to both  
4 your District and the Upper District because it  
5 applied to both the pilots being landed or the pilot  
6 being embarked?

7 A. I don't think our Committee heard  
8 about that and there isn't anything in writing.

9 Q. Now in connection with your recommend-  
10 ations 7 and 8, I take it Pilot that these two  
11 recommendations, as well as your recommendation No. 9,  
12 contemplate in fact a closer co-operation between the  
13 pilots and the Seaway Authority?

14 A. Yes, concerning the traffic, when  
15 we are coming down or up so they will give us the  
16 situation. What is going around the locks or in the  
17 canals so we can adjust the speed accordingly.

18 Q. You appreciate, of course, that the  
19 building you are asking for at the St. Lambert Lock  
20 would have to be built on Seaway property?

21 A. Sure. Well we have a trailer now  
22 which is right in the Seaway property so I think they  
23 should build a decent building there for the pilots.

24 Q. In other words, what you are  
25 recommending in fact is that the Seaway Authority  
26 provide better accommodation for the pilots that are  
27 serving the Seaway system?

28 A. Correct.

29 THE CHAIRMAN: At Snell are you provided  
30 with some facilities there?





1 English

2 THE WITNESS: At Snell Lock they had the  
3 Secretary's office and they moved them to Massena and  
4 they give us the whole office there and they bought  
5 chairs, armchairs and settees and everything so we  
6 could lay down.

7 Q. You wouldn't mind abandoning these  
8 facilities to have the relief of the pilot effected  
9 at St. Regis Island by boat?

10 A Well if you are on St. Regis Island  
11 you will have one there which is close to the pilot  
12 boat.

13 Q. You would want another facility to  
14 be built there for your use?

15 A. Well I figure if we have to wait  
16 two or three hours for a ship there in rain, or bad  
17 weather, I don't think we should stand outside and wait  
18 for the ships.

19 Q. Am I to understand from what you say  
20 you would be quite agreeable to the relief of the pilot  
21 being effected at St. Regis Island by boat provided  
22 you are given the same facilities that you are now  
23 given at Snell Lock?

24 A. Yes.

25 Q. While on this subject of the change  
26 of pilots, the western limit of your District and the  
27 change of pilot at St. Lambert, you led us to under-  
28 stand, I believe, that there was no reason why you  
29 should do this extra work of taking St. Lambert ships  
30 at the approach wall and at the western limit to it,







1 English

2 those additional six miles?

3 A. Well I don't think our District should  
4 take the overlap. You take the Upper District, District  
5 No. 1, their limit is at St. Regis Island but their  
6 tariff is from the Snell Lock, so if they go below  
7 Snell Lock they have to get more money for it because  
8 the tariff is right from the Snell Lock, in the Snell  
9 Lock.

10 Q. However Pilot speaking of distance,  
11 is it not a fact that your distance that you have  
12 to transit in your District is only 83 miles as compared  
13 to the 103 miles to be piloted by the Upper District  
14 pilots?

15 A. That is right, but we have to take  
16 into consideration if you board the ship below St.  
17 Lambert Lock you have five locks to make and they have  
18 only two to make for an upbound ship.

19 Q. As far as the rates are concerned,  
20 am I right in thinking that the rates are the same for  
21 both the Upper District and the Lower District?

22 A. The tariff?

23 Q. The tariff?

24 A. No, I don't think it is the same,  
25 no.

26 Q. I am sorry.

27 MR. LALONDE: Do you know what the tariff  
28 is in your District?

29 THE WITNESS: \$160.

30 MR. LALONDE: Do you know what it is in District





1 English

2 No. 1?

3 THE WITNESS: \$200.

4 Q. The \$200 tariff in District No. 1  
5 of the Great Lakes, to put the matter straight, is all  
6 inclusive, the pilot boat, the service furnished by  
7 the pilot and other items of expense?

8 A. That is right. They have<sup>to</sup> pay all  
9 their own expenses.

10 Q. Now Captain just one more question.  
11 Going back to the Corporation setup, has there been  
12 any of the pilots in your District that have expressed  
13 the wish to cancel their Power of Attorneys since  
14 your Corporation was formed?

15 A. Sure, but the Corporation, By-Law  
16 No. 1 provides that it will have to be with the consent  
17 of the Board of Administrators.

18 Q. And I take it that in all cases  
19 where pilots have expressed this wish the Board of  
20 Administration has refused?

21 A. Right.

22 MR. LALONDE: How many cases have there  
23 been?

24 THE WITNESS: One case and he must have  
25 read the Corporation before he asked to come in the  
26 Corporation. He ~~knew~~ it before.

27 Q. Is that the case of Pilot George  
28 Downey to which there is a reference in the memorandum  
29 or the brief submitted by the Shipping Federation?

30 A. Correct.





1 English

2 Q. This led to litigation didn't it?

3 A. Pardon me?

4 Q. This led to litigation between the  
5 Corporation and the pilot concerned?

6 A. Well I don't think so.

7 Q. Anyway that was at a time when you  
8 were not the President of the Corporation?

9 A. No.

10 Q. Just one question I want to raise  
11 with you that rather surprised me. You stated at one  
12 stage that according to your knowledge there was only  
13 10 Canadians holding foreign-going masters' certificates?

14 A. No. I said -- they were asking  
15 me how many ships were under the Canadian Registry.  
16 I said 10.

17 MR. LALONDE: Foreign-going ships.

18 THE WITNESS: Foreign-going ships.

19 Q. You don't mean to say by that that  
20 there are only 10 Canadians holding foreign-going  
21 masters' certificates?

22 A. Oh no, I wouldn't say that.

23

24 DIRECT EXAMINATION BY MR. LANGLOIS:

25 (THROUGH THE INTERPRETER.)

26 Q. I don't know if this question was  
27 covered previously, but I get back to recommendation  
28 No. 5 where the first voyage of a ship is mentioned.  
29 Am I to understand you want to refer to the first trip  
30 of a vessel or the first trip of a ship master?





1 French

2 A. No, the first trip of a ship  
3 master.

4 Q. Not the vessel itself?

5 A. No, because the ship may have traded  
6 many different times but with different crews.

7 Q. Or vice-versa. The ship master  
8 may have accomplished a number of trips but in another  
9 vessel?

10 A. Yes.

11 Q. And now this morning, in the course  
12 of the cross-examination by Mr. Mason, he mentioned  
13 the time you were a mate and pilot. Could you please  
14 tell us if at that time you were an additional officer  
15 or mate on the vessel or if you were part and parcel  
16 of the normal crew of the vessel?

17 A. Well I was assigned on the article  
18 and I was part of the crew but at that time I already  
19 had passed my examination in order to become a  
20 provisional pilot.

21 Q. Could you please tell us on what  
22 basis these mates and pilots were chosen? Was it on  
23 the basis of past experience as was the case for you  
24 or on the basis of an examination that the mate would  
25 have passed? An examination in pilotage previously?

26 A. No. Most of the time for the mate  
27 and pilot he was asked references, and so far as his  
28 previous work with different companies and with the  
29 reference of another ship master well they would find  
30 out if he had the required capacity to become a pilot







1 French

2 on the River. Then he was made a pilot on the vessel.

3 Q. Aside from piloting outside of the  
4 canals, was he forced to work as a regular mate?

5 A. Yes.

6 Q. Was he usually the first mate on  
7 board the vessel or an inferior grade?

8 A. Well most of the time he was the 1st  
9 mate but sometimes they would take the 2nd mate as  
10 pilot.

11 Q. Perhaps I did not understand your  
12 answer very well this morning. \$30 was mentioned. On  
13 what basis was this \$30 paid? Per trip or per day?

14 A. Per transit or part of a transit.

15 Q. Now in the course of Mr. Mason's  
16 cross-examination mention was made of the pertinence  
17 of having the Pilotage Authority -- to have as the  
18 Pilotage Authority the Authority of the Seaway. Could  
19 you please tell us what percentage of your work is  
20 accomplished at the present time in those limits of  
21 your District and which is under the jurisdiction of  
22 the Seaway Authority?

23 A. As compared for the number of hours  
24 I think I would say there is a 50/50 ratio but insofar  
25 as pilotage is concerned we have more work in the River  
26 itself than in the canals.

27 Q. If I understand you properly, the  
28 major part of your District is located in the area  
29 which is not under the jurisdiction of the Seaway  
30 Authority?





1 French

2 A. Yes.

3 Q. Now Pilot is it not a fact, or true  
4 to say that if the Pilotage Authority was entrusted  
5 to the Seaway Authority, because this Authority exerts  
6 a certain control over the traffic in the Seaway, would  
7 it not be a good idea also to reach the same conclusion  
8 for the Harbour authorities who also have, as is the  
9 case in the Montreal Harbour, jurisdiction over the  
10 control of traffic?

11 A. I think that pilotage, so far as  
12 our District is concerned, well the general recommend-  
13 ations that we have submitted in the brief of the pilots  
14 should be followed.

15 Q. I think that it was Mr. Brisset, I  
16 am sorry, it was Mr. Mason this morning who asked you  
17 if you had ever been involved in accidents or casualties  
18 or incidents whatever resulting from the use of landing  
19 booms. Did you want to refer to accidents to the vessel  
20 itself or to the crew itself when you gave a negative  
21 answer?

DD2

22 A. Well it was damage to the vessel,  
23 not necessarily to the crew because sometimes we may  
24 come in near a wharf and the man who is supposed to  
25 disembark on the landing boom does not get off, and  
26 we have to start again. Oftentimes we have a certain  
27 speed on our vessel and we expect a man to get off,  
28 to take the line in front and he doesn't get off and  
29 consequently this makes accidents.

30 Q. Also during the cross-examination by





1 French

2 Mr. Mason reference was made to your recommendation No.  
3 4 in which it is suggested that the pilots should have  
4 a daily knowledge of the maritime situation. Is it not  
5 true that whenever you make this statement to support  
6 recommendation No. 4, you are referring not only to  
7 aids to navigation but also to the traffic conditions?

8 A. Yes.

9 Q. So far as density is concerned and  
10 also the general direction of that traffic?

11 A. Yes.

12 Q. Is it not a fact also that when an  
13 aid to navigation is displaced or is in bad working  
14 condition in your Pilotage District, that the Notice  
15 to Mariners through radio is broadcast only within  
16 that District because it is an aid to navigation which  
17 is only of local importance?

18 A. Yes.

19 Q. Is it not true to say then that  
20 if the vessel at that time is outside the District that  
21 it won't receive, through radio-telephone or through  
22 telegram the information that there is a Notice to  
23 Mariner being broadcast?

24 A. Yes.

25 Q. Now during the cross-examination by  
26 Mr. Brisset reference was made to penalties that should  
27 be imposed by the Seaway Authority against the pilot  
28 aside from assessing penalties against the vessel  
29 itself and mention was made also of the levying of such  
30 penalties by the Pilotage Authority. Is it not a fact





1 French

2 that the Pilotage Authority does not levy penalties to  
3 pilots unless the breach gave rise or results in an  
4 accident to the vessel?

5 A. Yes. The pilot must be involved for  
6 that. He must be blamed for the accident.

7 THE CHAIRMAN: I think Mr. Langlois that  
8 we have had an example of a case where there was no  
9 accident to the vessel, a few days ago and this example  
10 was given by Captain Lavoie a few days ago here where  
11 he was penalized while in the Montreal Harbour. He  
12 did not obey the orders of the Harbour Master. He turned  
13 at a place where it was absolutely prohibited to turn  
14 so he was levied a fine of \$40.

15 MR. LANGLOIS: There was no accident?

16 THE CHAIRMAN: No.

17 MR. LALONDE: Perhaps it was a bad ruling  
18 your lordship.

19 MR. LANGLOIS: I think it was a decision  
20 or a ruling which was ultra vires before the Pilotage  
21 Authority. It is regrettable for that poor pilot that  
22 his counsel was not told about that because he certainly  
23 would have appealed that ruling.

24 THE CHAIRMAN: He gave the evidence that  
25 when he paid the penalty or fine he no longer had his  
26 counsel.

27 Q. A question which might make you say  
28 a truth which is self-evident but Mr. Brisset talked  
29 this morning about the By-Laws in order to determine  
30 or establish certain rest periods in your District. Do







1 French

2 you need a By-Law in order to find out when you are  
3 tired and that you need a rest?

4 A. No, I don't think so.

5 Q. Also during the cross-examination by  
6 Mr. Brisset, during his questions the way in which he  
7 put his questions he made you say, in my own opinion,  
8 that the Corporation could fall back on the pilot as  
9 was the case for the one who more or less broke the  
10 stoppage of work of 1957, the way the Corporation could  
11 act would be not to put the pilot's name on the  
12 assignment list after the stoppage of work. Is it not  
13 true that this assignment list in your District, as  
14 well as in other Districts, is not established by the  
15 Corporation but by the Pilotage Authority or its  
16 delegates?

17 A. He was not taken from the assignment  
18 list. He was on there all the time but at nine o'clock  
19 in the morning, and nine in the evening, as he had a  
20 better place, lower place on the list well the other  
21 pilots passed before him.

22 Q. Then who establishes the assignment  
23 list?

24 A. Well the Pilotage Authority.

25 Q. Previously a mention was made also  
26 that prior to the opening of the Seaway the pilots  
27 directed all vessels themselves. Do you think this  
28 is accomplished at the present time even in the Seaway?

29 A. Yes, there are certain pilots who  
30 order the wheel, and the Seaway while the pilots won't





1 French

2 steer the vessel even in the canals and when this  
3 started in 1958 there was some small vessels and the  
4 pilots were steering most of the time and now that  
5 the tonnage of the vessels has been increasing all the  
6 time well this practice has been abandoned.

7 Q. Is it not true to say that especially  
8 for the first years, or the first year that the Seaway  
9 opened that it was more or less the general practice  
10 for pilots to steer the vessels themselves?

11 A. Yes.

12 Q. Don't you think that is a reason why  
13 there was such a small number of accidents as was mentioned  
14 by Mr. Brisset this morning?

15 A. Yes.

16 MR. JACQUES: How many times have you  
17 yourself steered your own ship during the first year  
18 that the Seaway was opened?

19 THE WITNESS: Will you speak in French  
20 please?

21  
22 CROSS-EXAMINATION BY MR. JACQUES:

23 (THROUGH THE INTERPRETER.)

24 Q. How many times did you yourself steer  
25 your own vessel during the first year of the opening  
26 of the St. Lawrence Seaway?

27 A. Well I did so many times I couldn't  
28 tell you all the trips because I performed 121 the  
29 first year.

30 Q. Could it be said that out of the





1 French

2 121 there would be more than half in which you steer?

3 A. Yes.

4 Q. And the second year?

5 A. Well the second year as the vessels  
6 were increasing in tonnage, well we were abandoning  
7 this idea of steering the vessels.

8 Q. And the second year how many of them  
9 did you steer?

10 A. Well I cannot tell you exactly.

11 Q. Well approximately the same number  
12 of trips that you had accomplished the first year?  
13 120?

14 A. No. In 1960 the two parts were  
15 divided. We accomplished less trips because in 1959  
16 there was a greater number of vessels than in 1960.

17 Q. In 1960 how many trips did you  
18 accomplish? Approximately 120?

19 A. In 1960 around 100.

20 Q. At that time you were trading from  
21 Montreal to Kingston?

22 A. Up to November 17th 1960 it was  
23 Montreal-Kingston.

24 Q. So I suppose that you were not steering  
25 all the time?

26 A. No, only in the canals.

27 Q. What do you include as canals?  
28 The locks?

29 A. Yes, at the locks because it was much  
30 wider than the old ship channel but arriving at the lock





1 French

2 we were steering.

3 Q. So in the locks?

4 A. Yes.

5 Q. It would be so between the St. Lambert  
6 Lock and the Ste. Catherines Locks?

7 A. No, not in the canal.

8 Q. Only in the locks?

9 A. Yes.

10 Q. In 1961 how many times did you steer?

11 A. Well I didn't write that down.

12 I didn't write down the number of times but in 1961,

13 '62, I don't think I steered often.

14 Q. And this year?

15 A. Not at all.

16 Q. You did not steer a single time  
17 this year?

18 A. No.

19 Q. Did you have any accidents which may  
20 have been caused by the wheelsman this year?

21 A. Well not accidents. I have known  
22 that certain orders were given and the wheelsman did  
23 exactly the opposite of these orders.

24 Q. That occurred then this year?

25 A. Yes.

26 Q. You did not have any accidents this  
27 year?

28 A. No. Well if we are approaching to  
29 a wall, if we were to wait for an accident before making  
30 a report, I think that we will have to stay at the







1 French

2 pilots' office during the whole day writing down  
3 reports.

4 Q. How many times did it happen for a  
5 wheelsman to make an error this year?

6 A. I can't tell you. I didn't compute  
7 this but if we had to calculate all these things, well  
8 we would need a personal secretary.

9 Q. Does this happen on every trip?

10 A. When the crew is tired, yes, it  
11 happens on all trips.

12 Q. So it happens on practically all  
13 trips?

14 A. Yes.

15 Q. When the crew is tired. Is the crew  
16 tired on all trips?

17 A. Well let us take a downbound vessel  
18 leaving Toronto in the evening and a vessel which is  
19 trading down Cape St. Varannes for eight, or nine  
20 hours, or ten hours at the most, so he goes into the  
21 River. These men did not have time to rest and they  
22 are told to be at their watch and they get in the  
23 canal and up to Montreal. The same thing happens,  
24 there are many vessels going to Longue Pointe for  
25 the inspection and they go immediately up in the canal  
26 even those who were loading or unloading cargo in  
27 Montreal and they enter into the Seaway in the  
28 evening.

29 Q. Does it ever happen in ocean-going  
30 vessels that the crew is working on cargo?





1 French

2 A. They did not work on the cargo but  
3 they work taking the vessel, and so forth.

4 Q. Now when the crew is going into the  
5 Seaway does this crew work by watch?

6 A. Well the crew is up.

7 Q. Is the wheelsman always the same?

8 A. They are two and the one who works  
9 on the bridge. When it is time for him to go to the  
10 wheel, well then he goes.

11 Q. And the wheelsman, for how long  
12 does he remain in his position?

13 A. Well it depends. Such as the German  
14 vessels there is one wheelsman only for the lock and  
15 this man is going to work on the bridge. When he  
16 reaches the lock, he goes to the wheelhouse in order  
17 to steer the vessel.

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French

Q. On ~~the~~ other vessels, British vessels for example?

A. Well, it is all bad.

Q. Is a wheelsman fourteen hours at a time or four hours or two hours?

A. All this depends. They don't have any watch in the canal. It is not like the ocean, open sea.

Q. So there is no changeover of wheelsman?

A. Yes.

Q. When is that changeover done? How long does the wheelsman stay there?

A. I don't know. I am not there watching all the time. He may be there one hour or two hours.

Q. So you don't know, you are on the bridge and the wheelsman is changed and you can't notice it.

A. Well, it is at night and I am not going to turn the lights/<sup>on</sup>to find out if the wheelsman is by.

Q. You never go into the wheelhouse?

A. I am on the bridge, I am manoeuvring the vessel. I don't go in the wheelhouse.

Q. When you are in the lock you never go in the wheelhouse either?

A. Yes, I go there at times to sit down.

Q. Do you have an opportunity of seeing around the wheelhouse?

A. No, because the vessel is in the lock,





1 French

2 he tells the wheelsman that he may go and have a smoke.

3 Q. So as far as you are concerned it  
4 is absolutely impossible for you to say yes or no the  
5 wheelsman is changed or perhaps there is no change  
6 in the wheelsman?

7 A. Well, I can't answer you because I  
8 look after my own job I do my own job. The ship's  
9 master looks after the changeover of wheelmen.

10 MR. LANGLOIS: I think there is a slight  
11 error in the interpretation of the witness. The witness  
12 indicates clearly that in the canals, in the Seaway  
13 when the wheelmen weren't working in the wheelhouse,  
14 well they were working on the bridge, so whether they  
15 are up on the bridge or in the wheelhouse, it is the  
16 same kind of tiredness. You have no time to rest.

17 THE CHAIRMAN: All this line of questioning  
18 comes to the fact that the crew and the wheelsman were  
19 tired when they arrived in the Seaway, tired when they  
20 received the orders from the pilot.

21 MR. JACQUES: I thank Mr. Langlois for  
22 answering for the witness.

23 MR. LANGLOIS: The witness had said this  
24 just before I did.

25 MR. JACQUES: Here is a witness who can  
26 answer my question. He knows wheelmen on the Seaway,  
27 that the crew is always on the bridge, the wheelsman  
28 is going to have a smoke, but he doesn't know at all  
29 how long the wheelsman stays at the wheel.

30 MR. LANGLOIS: Your lordship, I think that







1 French

2 my colleague is pleading to have the evidence of the  
3 witness be discredited. I think it can be quite easy  
4 to find out if the crews are at the mooring--when they  
5 are entering the Harbour, naturally he is not going  
6 to the wheelhouse in order to find that out.

7 MR. JACQUES: The witness has been in the  
8 stand for a day and a half and I think with this  
9 experience he can take care of himself without any  
10 help from Mr. Langlois.

11 THE CHAIRMAN: What was the question?

12 MR. LANGLOIS: There is no question.

13 MR. JACQUES: I think the witness answered  
14 and Mr. Langlois said that he hadn't understood as yet.

15 MR. JACQUES: Q. In your organization  
16 there is no Discipline Committee?

17 A. That has never been in.

18 Q. Your By-Laws don't provide for a  
19 Discipline Committee?

20 A. No.

21 Q. Would that fact have been discussed  
22 by officers of the Corporation at a given point?

23 A. No.

24 Q. It was never discussed. Can you  
25 please explain to the Commission what are the rules of  
26 the pilots, or regulations relating to the coming  
27 back on the assignment list? In Quebec they can come  
28 back at any time on the assignment list and in Montreal  
29 they can't do this.

30 MR. LALONDE: Do you think we could keep that





1 French

2 question for the Secretary-Treasurer who has experience  
3 in the enforcement of these regulations governing the  
4 tour de role or assignment of pilots?

5 THE CHAIRMAN: Yes.

6 MR. JACQUES: Your By-Law No. 9 which was  
7 recently adopted provided the following, Article 6A,  
8 which has been added to By-Law 2 and which provides  
9 the insurance plan -- this is a By-Law which was  
10 enforced in September, 1963. Did you discuss at the  
11 Board of Directors <sup>need</sup> ~~if~~ of this insurance plan?

12 A. Yes, we discussed that in the winter  
13 of 1962 and in the winter of 1963, a meeting during the  
14 summer of 1962 with the Board of Directors and we  
15 discussed that during the general meeting last winter,  
16 that is the winter of 1963.

17 Q. What did you discuss, was it similar  
18 more or less to the plan as described by Mr. Saucier?

19 A. Yes.

20 Q. When did you become a mate pilot  
21 for the first time on the Great Lakes?

22 A. 1954.

23 Q. Was that two years before you became  
24 an apprentice?

25 A. I became mate and pilot as soon as  
26 I passed my examination as an apprentice pilot.

27 Q. You worked for two years before  
28 becoming an apprentice pilot as a mate and pilot?

29 A. Yes.

30 Q. In 1954 when you became a mate and pilot





1 French

2 did you think that you were competent enough to do that  
3 work?

4 A. I thought so, because according to the  
5 examination I had passed. I was on the list to become  
6 a pilot.

7 Q. Consequently you felt yourself to  
8 be competent to perform that duty?

9 A. Yes.

10 Q. When you became a pilot did you think  
11 yourself competent enough to be a pilot?

12 A. Well, to perform the pilotage, yes,  
13 but not for the manoeuvring of vessels.

14 Q. The manoeuvring of what vessels?

15 A. Well, ocean-going vessels.

16 Q. And lakers?

17 A. Well, in the lakers, insofar as  
18 the ship's size was concerned, yes.

19 Q. What do you mean by ship's size?

20 A. Well, I think I was qualified enough  
21 to manoeuvre a laker of that size, but the ocean-going  
22 vessels were all different at the time.

23 Q. If I understood you correctly you  
24 stated that you didn't consider yourself as being  
25 competent in order to accomplish the manoeuvring  
26 of ocean-going vessels?

27 A. No.

28 Q. So, did you tell that to the Pilotage  
29 Authority?

30 A. No, because I became an apprentice





1 French

2 pilot in the month of July. On November 16th, 1956 --  
3 well, I was appointed to take a vessel upstream and  
4 I was only an apprentice pilot. It was the DIXIE  
5 of the Saguenay Terminals. When I went on board the  
6 ship's master rejected me because I wasn't a qualified  
7 pilot so I went to see Mr. Melanson and the next day  
8 I passed the examination to become a pilot and it is  
9 then I became a pilot and we decided then after four  
10 and a half months of practice it wasn't sufficient  
11 to manoeuvre a vessel.

12 Q. When you obtained your licence as a  
13 pilot, at that time did you think yourself that you  
14 didn't have the necessary experience to manoeuvre ocean-  
15 going vessels?

16 A. I think that is why the Pilotage  
17 Authority gave us provisional licences for a year.

18 Q. Did you draw the Pilotage Authority's  
19 attention upon the fact that you thought you weren't  
20 competent enough to manoeuvre ocean-going vessels?

21 A. No.

22 Q. When you went aboard ocean vessels  
23 did you tell the ships' masters that you believed  
24 you didn't have the necessary competence in order to  
25 manoeuvre their vessels?

26 A. Well, the vessels I was on in the  
27 fall of 1956, we were on those vessels, two pilots on  
28 board and consequently it gave me more experience, and  
29 in the spring we started with two pilots.

30 Q. The spring of '57?







1 French

2 A. Yes.

3 Q. So you started with two pilots?

4 A. Yes.

5 Q. And it lasted how long?

6 A. A month, I think -- enough that we  
7 went along well.

8 Q. Why two pilots in the fall of 1956 and  
9 spring of 1957?

10 A. Well, the ocean-going vessels were  
11 taking two pilots in order to travel by night, so as  
12 to take the vessels along as quickly as possible at  
13 the time.

14 Q. At that time it was Kingston, Montreal?

15 A. Yes.

16 Q. In 1957 when you started to pilot by  
17 yourself did you acquire enough experience at that  
18 time in order to manoeuvre with complete confidence  
19 the ocean-going vessels?

20 A. Well, I have acquired a bit of  
21 experience, but not to be completely at ease to pilot  
22 a vessel.

23 Q. Without being entirely at ease did  
24 you believe at that time you were competent enough?

25 A. Well, certain people said I was  
26 competent, but I didn't believe them myself.

27 Q. When you talked about the apprentice-  
28 ship scheme you mentioned the Marine School at Rimouski  
29 and you mentioned that school could give the candidates  
30 some greater knowledge on the gyrocompass and on radar.





1 French

2 Do you think that your Corporation could be satisfied  
3 with something else than the Marine School at Rimouski  
4 if radar courses and gyrocompass courses were given  
5 elsewhere?

6 A. I don't think so. I don't think so  
7 because the candidate who would attend Rimouski School  
8 would be far more competent in all electronic devices  
9 that exist today such as mentioned by Mr. Brie, and there  
10 was Mr. Jacques Gendron who was from the D.O.T., the  
11 Pilotage Authority who thought himself that we should  
12 have an apprenticeship scheme from the Rimouski School.

13 Q. I didn't ask you what Mr. Gendron  
14 thought about it. I already heard that. What electronic  
15 devices do you use between Montreal and Cornwall?

16 A. Well, there are many of them, for  
17 example, echo sounders.

18 Q. What instruments do you use?

19 A. Echo sounders, and there is radar  
20 and the gyrocompass.

21 Q. Now, what is the knowledge that you  
22 must have in order to use an echo sounder? What is  
23 special about that instrument?

24 A. Well, when we have an echo sounder  
25 we should be in a position to read the echo sounder.

26 Q. Is it very hard to read an echo  
27 sounder?

28 A. Well, there are many different types  
29 of echo sounders. Some of them may be in meters, others  
30





FRENCH

1 indicated in feet, so the candidates should know about  
2 that.

3 Q. And the crew, and the mates who are on water  
4 they know how to read an echo sounder?

5 A. Yes, they have to, the ship's master,  
6 the mates. Well, I think that the pilot on board a  
7 vessel is more or less a mate and should have at least  
8 the capacity of ships' master, if not more.

9 Q. Is it very long to learn how to read  
10 an echo sounder?

11 A. Yes.

12 Q. How long does it take?

13 A. Well, some may take quite long in  
14 order to be fluent with the reading and the requirement  
15 it takes.

16 Q. What is the maximum that the water  
17 you have in your district?

18 A. Well, it is not the same thing any-  
19 where.

20 Q. The maximum depths, I mention?

21 A. Well, we may at St. Francis Lock, we  
22 may have a depth of 40 to 50 feet.

23 Q. Yes, and I think it ~~is~~ a matter of  
24 27 feet in the whole Seaway?

25 A. Yes, controlled at the 27 feet.

26 Q. And the maximum is about 45 feet?

27 A. Yes, but that is outside the Seaway.

28 Q. To the best of your knowledge, do  
29 you know the number of miles, can you tell me the  
30 longest, where the depth exceeds 30 feet, how many





1 miles it would represent in your own district, this more  
2 than 30 feet?

3 A. This may vary. Our minimum, one-half  
4 a mile where you have a depth of 30 to 40 feet, and  
5 these are a mile, ~~to~~ 28, 29 or 30 feet.

6 Q. Does that represent -- do you think  
7 the depth of 30 feet is more than half-way or half-way?

8 A. Well, it is less than 30 feet.

9 Q. Approximately 30 feet, then. What  
10 is the draft of a loaded vessel, how many feet, the  
11 draft of loaded vessels, the maximum?

12 A. Maximum of 25 feet 6 inches.

13 Q. Generally are your vessels loaded up  
14 to ~~25~~ feet 6 inches?

15 A. Well, the vessels loading grain are  
16 25 feet 6 inches.

17 Q. And the others?

18 A. Well, the others having a general  
19 load or cargo could go to 24, 22 feet.

20 Q. Now, if you want we will pass on to  
21 gyrocompasses.

22 THE CHAIRMAN: Will you have to speak  
23 a long while on gyrocompasses?

24 We will stand adjourned until ten  
25 o'clock to-morrow morning.

26  
27  
28 Whereupon the hearing adjourned to 10.00 a.m.

29 November 28th, 1963.  
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